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TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	—	12.09	1.24	4.44	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	—	12.21	1.36	4.56	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	—	12.34	1.49	5.09	6.04	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	—	12.38	1.53	5.13	6.08	7.48
Fanling ...	...Dep.	7.32	10.03	11.18	—	12.48	2.03	5.24	6.19	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	—	12.52	2.07	5.28	6.23	8.02
Shumchun	...Arr.	7.43	10.13	11.28	12.20	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.21	8.05	10.38	11.40	1.56	3.00	4.17	5.13	6.08
Sheungshui	...Dep.	7.28	8.12	10.45	11.47	—	3.07	4.24	5.20	6.15
Fanling ...	...Dep.	7.32	8.16	10.49	11.51	—	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.26	10.59	12.02	—	3.21	4.38	5.34	6.29
Taipo ...	...Dep.	7.46	8.30	11.04	12.07	—	3.25	4.42	5.38	6.33
Shatin ...	...Dep.	7.58	8.43	11.17	12.21	—	3.38	4.56	5.51	6.46
Yaumati...	...Dep.	8.12	8.55	11.29	12.33	—	3.50	5.08	6.03	6.58
Kowloon...	...Arr.	8.20	9.03	11.37	12.41	2.37	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	40	12.00	2.22	5.29	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	—	12.09	2.31	5.38	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	—	12.21	2.43	5.51	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	—	12.34	2.56	6.05	6.05	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	—	12.38	3.00	6.09	6.09	7.48
Fanling ...	...Dep.	7.32	10.03	11.18	—	12.48	3.11	6.20	6.20	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	—	12.52	3.15	6.24	6.24	8.02
Shumchun	...Arr.	7.43	10.13	11.28	12.20	12.58	3.21	6.30	6.30	8.08

		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	8.12	10.38	11.40	1.56	3.00	4.17	5.40	6.09
Sheungshui	...Dep.	8.19	10.45	11.47	—	3.07	4.24	5.46	6.16
Fanling ...	...Dep.	8.23	10.49	11.51	—	3.11	4.28	5.51	6.20
Taipo Market	...Dep.	8.33	10.59	12.02	—	3.21	4.38	6.01	6.30
Taipo ...	...Dep.	8.37	11.04	12.07	—	3.25	4.42	6.05	6.34
Shatin ...	...Dep.	8.51	11.17	12.21	—	3.38	4.55	6.18	6.47
Yaumati...	...Dep.	9.03	11.29	12.33	—	3.50	5.07	6.30	6.59
Kowloon...	...Arr.	9.11	11.37	12.41	2.37	3.58	5.15	6.38	7.07

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WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	2.20	6.25
Shataukok	...Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	P.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.20	3.20	6.25
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STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	1.05	5.00
Fanling	...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	2.05	5.15
Fanling	...Arr.	7.25.	11.10	3.00	6.10

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HOME PAPERS DURING STRIKE PERIOD.

"A NATION CHALLENGED."

THE ANSWER OF THE PEOPLE.

A number of the English papers, published during the general strike, came to hand by the last mail. They present a curious appearance. *The Times*, usually twenty-four pages, is reduced to four sheets. The Manchester edition of the *Daily Mail*, of course also considerably reduced in size, was printed in Manchester as usual and sold in London and a large number of copies of the Continental *Daily Mail* were brought from Paris for sale in England. The *British Worker*, the official strike news bulletin, published by the General Council of the Trades Union Congress, gives very little general news, the small amount of space at its disposal being devoted entirely to a presentation of the men's case and to reports regarding the progress of the strike in the different districts.

The provincial papers do not appear to have been affected as seriously as the London journals. The *Bristol Times and Mirror* on May 10th published ten large pages and included a number of sports pictures and other regular features.

THE CONSTITUTIONAL CRISIS.

The *British Worker* was at great pains to persuade the people that the general strike was not a challenge to the Constitution. An announcement in big type reads:

The General Council does not challenge the Constitution.
It is not seeking to substitute unconstitutional government.
Nor is it desirous of undermining our Parliamentary institutions.
The sole aim of the Council is to secure for the miners a decent standard of life.
The Council is engaged in an Industrial dispute.
In any settlement, the only issue to be decided will be an industrial issue, not political, not constitutional.
There is no Constitutional crisis.

HELP ONE ANOTHER.

This was the advice which the *Daily Mail* offered to the public:

"Don't write any letters if you can help it.
Don't send any telegrams if you can avoid doing so. Make the burden on the public services as light as possible.
Leave the telegraph wires and the telephone lines as free as you can to be at the service of the Government.
Don't use your motor-car if you are able to walk. There was a great deal too much traffic in the London streets on Tuesday. Much of it was obviously unnecessary. The result was that the whole Embankment from Chelsea to Blackfriars was blocked at midday. The matter was much better in this respect on Wednesday.
Leave the roads free. If you must go about walk as far as you can.
If you must use your car fill it with people who are tramping to their work in the morning and back to their homes in the evening. The motto for all well-disposed persons must be "Help one another."
Don't be among those contemptible people who are attempting to buy more food than usual.
Don't use more coal than you need.
Don't use petrol.
Keep a stout heart and smile at your troubles.

A NATION CHALLENGED.

In its issue of May 10th, *The Times* gives an interesting review of the situation in Great Britain.

Steadily and surely the country is accommodating itself to the conditions of a general strike. The strike came suddenly and its maximum effect on transport was felt at once. Nevertheless, the nation has unrestricted supplies of food, and, although railway traffic has been reduced to what is known as a skeleton service, there was never so much transport on the roads. The Government is successfully maintaining the delivery of foodstuffs, and London had a reassuring demonstration on Saturday and again yesterday of the resources which enable essential commodities to be brought from the docks—in spite of the strike of the dockers—and through the streets—notwithstanding the strike of the transport workers—to the depot for retail distribution which has been established in Hyde Park. The Trades Union General Council, when it began the general strike, "recommended"—and the word should be marked for its weakness—that there should be no interference with food services; but no sooner did the test come than the recommendation was proved something less valuable than the paper on which it was written. The Government's organisation is working smoothly, and is being brought into more extended use as necessity requires. In the East End of London Saturday's convoy was cheered on its way; and what was then made audible was but a measure of the confidence which the people of the country repose in the Government. The measures taken by the Government must, of course, be proportionate to the requirements of the situation day by day. The life of the nation must be preserved and its activities, industrial and commercial, be carried on to the fullest possible extent. The strike reveals itself more plainly day by day as an attack on the community—in the Liverpool district the men in the flour mills are called upon to abandon their work—and is unwarrantable alike on social, political, and moral grounds. In the words of Cardinal Bourne, delivered to the congregation at Westminster Cathedral, yesterday: "it is a direct challenge to lawfully constituted authority and inflicts, without adequate reason, immense discomfort and injury on millions of our fellow countrymen." His injunction that "all are bound to uphold and assist the Government, which is the lawfully constituted authority of the country," though primarily addressed to Catholics and founded on the teachings of their Church, will find acceptance in many directions where his spiritual authority is not acknowledged.

FOREIGN OBSERVERS.

Foreign observers, as we record this morning, are amazed at the equanimity and good temper with which the country endures the inconveniences of a general strike. They comment on the absence of disorder except for the hooliganism that has been sporadic and the one or two isolated instances of concerted trouble. Their compliments on the temper of the people and on the behaviour of the vast majority of the strikers are a welcome testimony to the essential sanity of the nation and its ability to keep its head, even in days of unprecedented industrial and political difficulty. But British people themselves consider things from a different point of view. They are not free from a sense of reproach, because of the fact that it is necessary, having a due regard for prudence and safety, to place military guards in charge of food convoys. The necessity illustrates the danger of the time. There has been, it is true, remarkable evidence of good temper. But the good temper is maintained in spite, but not in ignorance, of the grave challenge that has been offered to orderly democratic rule and the authority of our Parliamentary institutions.

DICTATION BY A SECTION.

Underlying the strike, inherent in the measures requisite for its prosecution, is the attempt by a sectional organisation to dictate to the nation the terms and conditions on which it shall continue to work and live. To such an assumption of authority and control there can be only one reply. The further the pretension is carried, the firmer must be the means to defeat it. Every true believer in democracy recognizes this, and recognizes moreover that it is a matter of fundamental principle upon which there can be no compromise. Certainly the leader of the British Labour Party cannot dispute it. On the contrary it must happen, as Mr. MacDonald himself said in our columns last October, that in a conflict between the nation and organized labour, "society will organize itself in self-defence and no Government could live if it did not help to maintain essential services," and again that "the functions of Government cannot be assumed by any organization but that of the Government, and the more serious the threat the more rigid should the Government be to carry out the letter, as well as the spirit, of their constitutional responsibilities."

GOVERNMENT OBLIGATIONS.

The Government's obligations are unmistakable and acknowledged. It has the primary and inalienable responsibility of maintaining the services and supplies required for the continued existence of the community. But in the discharge of this duty the Government has necessarily to rely on the citizens. The people must co-operate with the Government. It is not for them to stand by in the comfortable assurance that the Government departments in Whitehall will see them safely through. The State

(*Continued on next column.*)

is not the Government alone, but the people on whose behalf the Government functions. Certain obligations fall upon the Government and on the Government only; but without the active, diligent support and individual assistance of its citizens the State will be deprived of essential strength. There exists a state of national emergency that is not merely a phrase in a declaration, but a reality profoundly menacing to the political, industrial and social well-being. The citizens must bear their part in answering the calls made by the Government for service of whatever kind, and in fulfilling their normal duties with as great a disregard as possible of the limitations imposed by the strike. The habit of trusting to the Government's initiative grew apace during the war and left in some quarters a legacy of inertia. Now there has come a new opportunity for a revival of individual enterprise co-ordinated with, and certainly not going contrary to, the measures which require the uniform direction or control that the Government must supply. The Government, on its part, should allow scope for, and encourage, this individual enterprise in every sphere of the national life, and should concentrate its own energies and activities on the tasks that are beyond the capacity of individuals or existing organizations of individuals. On such principles the resources of the State can be used to the best advantage, and with the hope of proving in the shortest possible time the ability of the community to defend itself against the anti-social policy of the General Council.

EXODUS FROM HOLLYWOOD.

HUGE PRICES FOR LAND.

Hollywood, California, the cradle of the American cinema industry, which has seen the rise and fall of multitudinous stars, can no longer boast of its former eminence, writes the New York correspondent of the *Evening Standard*. High prices for the land on which stand the famous studios are proving too attractive to the owners, and a general exodus is now under way to outlying districts where sunlight and scenery are much cheaper. By the end of this summer hardly a single cinema studio of importance will be in Hollywood.

Real estate firms are engaging in furious rival bidding for the property of the film plants. Where once expensive lots for making the most elaborate pictures flourished, office buildings of skyscraper proportions are being erected. Hollywood is growing so fast that the suburbs of a few years ago are now thriving places, with land worth many times its former value.

LARGE PROFITS.

First National Studios are leaving Hollywood for Burbank, three miles away. The site of the First National Plant, worth £40,000 a few years ago, has just been sold for £200,000. The Paramount Company, which purchased its present location in the centre of Hollywood eight years ago for £100,000, has just sold the property for £500,000.

The William Fox Productions are selling their plant near the Paramount property and are moving to Fox Hills, eight miles away. Universal pictures are now being made at Universal City, two miles away from Hollywood. The Mack Sennett studio is at Edendale, three miles out. Culver City, seven miles from Hollywood, now has three important studios—Cecil B. de Mille's, Metro-Goldwyn-Mayer's, and Hal Roach's. Culver City began to flourish as a cinema manufacturing centre several years ago, due to the foresight of De Mille and others.

It is not probable, however, that Culver City will become a second Hollywood. No single town, apparently, is destined to have that honour. There will continue to be a general scattering of the studios, though some judges believe that Burbank will eventually have more locations than any other place.

RESIDENCES OF THE "STARS."

The cinema capitalists are not averse to the exodus from Hollywood. They are picking up fair-sized fortunes through the sale of their real estate, and in addition they believe the industry will benefit by ceasing to be associated in the public mind with the name of Hollywood. In the future it will be largely eliminated from cinema literature and will rarely be seen on the screens.

Nevertheless, Hollywood will remain the chief place of residence of the film stars for the time being. The new studios can all be reached within a few minutes from Hollywood by motor-car, and there is no other convenient town for the stars to congregate. Their professional interests cause them to herd together, and the fact that the general executive offices of the film companies will remain at Hollywood is an added inducement for the cinema people to continue to inhabit their old homes. But, for all this, a tendency is noticeable among an increasing number of stars to maintain two residences, one at Hollywood during the time they are "on location" making pictures, and another elsewhere—San Francisco, Chicago, New York, or even London, the Riviera or Paris—for use when no business is being done.

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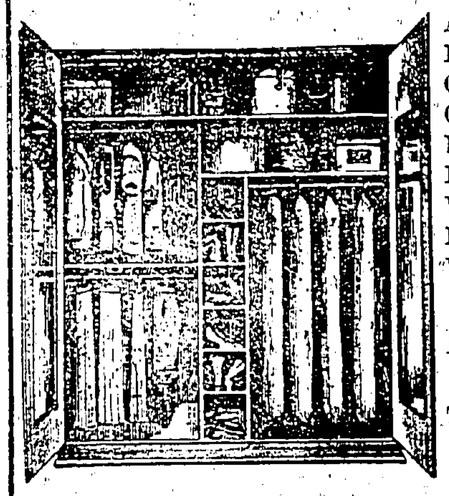
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POLITICAL ASSASSINATION.

A WEAPON THAT SELDOM SUCCEEDS.

[BY THE REV. C. A. ALINGTON, D.D., HEAD MASTER OF ETON.]

It was apparently the "Old Man of the Mountain" who, in the time of the Crusaders first raised assassination to the level of a profession.

Before his time (if Murray's Dictionary is to be trusted) the word "assassin" merely suggested private enterprise on the part of individuals who intoxicated themselves with hashish when preparing to despatch some public man. But after his time we find them erected into "a company of most desperate and dangerous men among the Mahometans" or even a "bloudy sect of Sarazens who undertake the murther of any eminent Prince impugning their religion."

Whatever its origin, it is a fine, mouth-filling word to represent a very horrid thing, and it recalls some dark pages in human history.

April 14th, 1865, was Good Friday, and Abraham Lincoln, with his wife, had gone to the theatre in Washington to witness a performance of a play called "The American Cousin." The fact will seem surprising to those who do not realise how perfunctory all religious observances had become in this country, as well as in America, before the days of the Oxford Movement. In 1863, for example, the hours of service in Chester Cathedral were altered to enable the clergy and congregation to attend a race meeting.

Certainly Lincoln, however much his plainness of speech might shock the respectable, was the last man to outrage Christian sentiment by any action of his. He was, in the most literal sense of the words, a good Bible Christian, knowing the book which he described as "God's best gift to man" as well as the most ardent Fundamentalist, though it may well be believed that his sense of humour would have saved him from embracing that Fundamentalist creed. This visit of his to the theatre would have attracted as little notice as blame had it not been for the pistol shot which was heard at 10.30, and for the sudden appearance of John Wilkes Booth brandishing a bloody dagger as he leapt from the President's box on to the stage. Lincoln died the next morning, and his assailant had written his name in the curiously short list of successful assassins.

FUTILE.

The fact suggests some reflections on assassination as a political instrument, and the first reflection which occurs to the mind is, as has already been suggested, how seldom it succeeds.

Booth's object, no doubt, was attained so far as it was mere revenge, and this is suggested by the first words of his theatrical exclamation—*Sic semper tyrannis*. But his next words, "the South is avenged," show that he had other thoughts in his mind, and if he really desired to serve the cause of the South his act was as futile as it was criminal. Lincoln was the one man living who was both wise enough and strong enough to have secured justice for the losers in the war, and the pitiful history of the years which followed, with their record of organised and stupid oppression, must have brought home to any intelligent Southerner the tragic nature of Booth's mistake.

In sober truth, it is hard to think of any famous assassination which has secured the objects for which it was committed. To kill a great man is not to undo his work: in fact he seldom seems to qualify for assassination until he has set in motion the ideals which will outlive him. It was comparatively easy to kill Julius Cæsar, but the personal dominion which he was killed for endeavouring to found has proved one of the most enduring things in history. Henry IV. of France and William of Orange had done their work, and could only be punished for doing it so well.

A HISTORIC CRIME.

Russia is perhaps the only country in Europe where great men have been murdered rather for their intentions than for their acts, and the result has almost invariably been the opposite of that which it was hoped to secure.

It is possible that some exception should be made in the case of the assassination of the Archduke Francis Ferdinand, which precipitated the European war. In so far as its authors were animated by mere hostility to Austria they might claim to have succeeded beyond their wildest hopes. The good fortune which for centuries had been the proverbial possession of Austria has indeed deserted her, and her abasement is as complete as her worst enemies could have wished. But it can hardly be supposed that any assassin would congratulate himself on a success attained at such incalculable cost to the world, and Serajevo is a name of almost unrelieved gloom for Europe.

By a tragic irony the one really successful assassination in modern European history is one which failed, for it seems to be clear that if Orsini had not attempted to murder Napoleon III. he would not have fought to liberate Italy, and it is indisputable that he could not have done so had the attempt succeeded.

To this cheering reflection on a gloomy topic it is permissible for Englishmen to add another, on the rarity of such attempts, whether successful or otherwise, in this country. There are many intelligent Englishmen who do not know the name of the only Prime Minister to fall at the hands of an assassin, and the fate of Mr. Spencer Perceval is less remembered by political historians than it is by those interested in the fulfilment of dreams.

There is a curiously well-authenticated story how a Mr. Williams, of Cornwall, saw the whole scene in a dream three

(*Continued on next column.*)

THE ENCHANTED ISLE.

Premonitory dreams are the most mysterious of all, but there is no longer any doubt that they occur, writes Louise Rice in the *World Magazine*. From the time that the Babylonian king saw the mysterious handwriting on the wall (undoubtedly in a dream, as is shown by the original text) down to the strange dreams which filled the sleep of those who had bought tickets for the ill-fated steamship *Lusitania*, men and women have heard and seen that in sleep which could have told of the future.

In all nations and in all times, the thought and visions of a mysterious island have meant that some one—either ourself or of those connected with us, is near to death. The persistent use of the figure of the enchanted isle which runs all through the Tales of the Round Table do not originate there, but can be found thousands of years before that, in the literature of the East.

Just a few years ago Sir James Barrie wrote the weird story of "Mary Rose," a little girl who disappeared on a strange uninhabited island off the coast of Scotland, and of her second disappearance when she was a young woman. That play is full of all the secret meanings of dreams, for Barrie is a man who has studied dream lore as few moderns have. So little is this very important matter understood that many of the things which he puts in the mouths of his characters in the play have all to do with the interpretation of dreams. And yet, not one dramatic critic has ever given even two lines to the discussion of this most interesting fact.

Dreams of being on an island, and especially of hearing beautiful and solemn music on the island, are all premonitions of some great change which is going to take place. It may not be death, but it will be something equally momentous. A good many men and women have dreamed this before a marriage into which they were about to enter with a heavy sense of responsibility. So long ago as the earliest Greek history we see this symbolism of the island having force, in the phrase, "Isles of the Blest," "Happy Isles," "the Far Isles," of early French legend and "the Isles of the South," of which the Greenlander dreams, when some premonition stirs in the dark recesses of his soul.

times repeated. He related his dream to his friends, and, though he did not himself know Mr. Perceval by sight, his description enabled one of them who did to recognise him. While they were still discussing the vision they heard a horse's hoofs, and went out to greet Mr. Williams's son, who had just galloped out from Truro with the news of the assassination.

A CONTRAST.

This happy immunity of ours is in curious contrast to the experience of America, where two Presidents besides Lincoln, Garfield and McKinley, have fallen to the assassin. It is difficult to suggest a reason for the difference, but, as neither of the victims was a man of outstanding personality, it would seem that their fate was due to mere lunacy, which is susceptible to no known law.

It is time to return from these generalisations to the great man who met his death nearly sixty-one years ago. It is pathetic that he had spent the afternoon in discussing with his wife the quiet future that awaited them when his second term of office was over. "He spoke of his old Springfield home and recollections of his early days, his little brown cottage, the law office, the court-room, the green bag for his briefs and law papers, his adventures when riding the circuit, came thronging back to him."

He appears to have looked forward to taking up much the same kind of life again, with a law office in Springfield or Chicago, though he had saved enough money to keep them in comfort. The pistol of John Wilkes Booth deprived the world of the opportunity of watching a very interesting experiment. The position of President of the United States is so great that it is always curious to watch the subsequent career of those who have held it. In many cases their elevation has been more or less a matter of accident, and the obscurity into which they relapsed was, in fact, their natural element.

A VERY GREAT MAN.

But Lincoln was a very great man—the greatest of all who had held office since Washington, and with only two conceivable competitors among those who have followed him. And he had lived in great days, such as only Washington and Wilson among Presidents have had to face. All the world knows how nobly Washington effaced himself when the great days were over: ill-health robbed President Wilson of the chance to show what he would have done in a similar position, but it may be conjectured that he would have found it at least as difficult as did Roosevelt to become a mere private individual.

Would Lincoln have emulated his great predecessor? We can never know; but all that we do know of his life, his modesty and his humour, his unselfishness and his self-control, encourages us to think that he would have joined the select band of those who, having shown their capacity to rule, know also how to serve in a humbler position. Cincinnatus went back to his plough, and the country which has honoured him by giving his name to a city would have known how to appreciate "honest Abe" when it saw him back in his law office once more. But of all this, as of much else, John Wilkes Booth robbed his country when he fired his fatal shot.

Lincoln died, earning in his death that noble epitaph written on another great victim of the political assassin. As long as he lived he was the guiding star of a whole brave nation, and when he died the little children cried in the streets.—*Evening Standard.*

ANNOYING PARTNERS AT BRIDGE.

[BY W. DALTON.]

A reader from Ceylon asks me to give a decision on a disputed point and to publish it in my weekly article, which, he tells me, is always reprinted in their local newspaper, writes Mr. W. Dalton in the *Evening Standard*. I am very interested to hear that these articles penetrate as far as that, and are, apparently, read with considerable interest.

The point in question was:—

South.—One No Trump.
West.—Two Clubs.
North.—One Spade.
West.—That is not enough? What about it, partner?
South.—West is out of order and the penalty is forfeited.

All agreed, and the bidding continued:—

East.—No bid.
South.—No bid.
West.—Two Clubs.
North.—Two No Trumps, and all passed.

Then the question arose as to who should play the hand, North or South? The point raised was that, North's bid of One Spade being left in, South's original bid of "One No Trump" was thereby cancelled, and the bidding began afresh. I never heard the point raised before, and I do not think there is anything in it. One bid, even though it is an undercall, cannot cancel another one. South was the first No Trump bidder, and therefore he should play the hand.

That is quite clear, but the previous proceedings are not so clear. West was not out of order in drawing attention to the undercall. It is specially stated in Law 46 that any player can call attention to it, but it is not stated how much further he may go. It has been decided by the Card Committee that when the adversary on the right of the offender said "That is an undercall. It is up to you, partner, to exact the penalty," no penalty could be exacted, because the partner of the player solely entitled to exact the penalty had suggested the enforcement of it, which he most certainly did. (See Case 24 in Cases and Decisions.)

This case is quite different. I do not think that anyone could argue that saying "What about it, partner?" amounted to suggesting or demanding the enforcement of the penalty as prescribed in Law 93. Apparently I am not asked for a decision on that point. They all agreed, I am told, but I should say that they were all wrong. My decision, if I were asked, would be that West was quite in order, and that East could either make North bid "Two Spades" or elect that the hand be played at "Two Clubs," and then there would be no further bidding.

A gentleman, now living in London, writes to me that, many years ago, when in India, he read my first book on Auction Bridge, and that he has always remembered what I said on the subject of "helping mother." I had forgotten ever having used the expression—it must be nearly 20 years ago—but I can quite see how it applies.

My correspondent goes on to say that much of the modern play seems based on the idea that one's partner's first bid *must* have something wrong with it, and must be taken out if possible. Poor mother! She is always supposed to be wrong, but is it not wiser to assume that her first bid was justified and to try to help her to make it good?

I know quite well what my friend refers to. There is a section of players—quite a large section—who are always on the look-out for a chance of taking their partners out of their calls, and they are most annoying to play with. They seem to enjoy doing it, and you sometimes hear them say, in a plaintive voice, "I could not take you out, partner; my hand was too bad," and the partner probably says, or, at any rate, thinks, "Thank goodness for that."

On the other hand, I should say that the modern tendency, among sound steady players, is to support a major suit bid of their partners, if they have any material to do it on, in preference to branching into some other possible, and quite reasonable, call. Certainly there is not nearly so much taking a partner out of a major suit call into No Trumps as there used to be. Experience seems at last to be driving home the lesson that the No Trump call is not the one high road to success at Auction, but that a major suit call is generally a sounder and better proposition.

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A WEDDING IN TIBET.

BRIDE MARRIES ALL SONS OF A FAMILY.

Marriage in Tibet is not the least interesting of the institutions of that remarkable country. As a rule it takes place only in families possessed of wealth and social position. According to the laws of Tibet, the eldest brother has the prior right to marry, since he inherits the ancestral property. But if there are brothers the wife is shared by them as by so many junior husbands. The children are regarded as those of the elder brother, the others being considered as "uncles." As a result of the tedious ceremonies, long terms of waiting, and troublesome conditions formal marriage does not take place among the majority of people.

When a young man comes of marriageable age (which in Tibet is, as a rule, between 20 and 25 years for either sex) his parents look about for a suitable bride. Having found one, with regard to her family's social standing, wealth, and so forth, as more or less equivalent to their own, the negotiations are put into the hands of an agent or go-between. He approaches the girl's parents, who, if they are disposed to agree, first of all consult the family priest, fortune-teller, or astrologer. The verdict of these worthies, being favourable, they acquaint the go-between. The parents of both parties again consult the sooth-sayers as to an auspicious day.

FAREWELLS TO THE BRIDE.

The day is fixed some considerable time ahead, as there must be a series of farewell banquets given for the daughter by her parents. Friends and relatives bring presents to these gatherings, which are kept going for two or three weeks, or even longer, with much eating, drinking, dancing, and general jollity. The bride receives new dresses and ornaments, among them presents and ornaments from the bridegroom and his family.

I had an opportunity of witnessing the marriage of a somewhat important Tibetan official on the principal day, after these preliminaries were over. The presence of a European added a novelty to proceedings, and the large party gathered at the bridegroom's house made me cordially welcome. Whether the bridegroom had any brothers I do not know. Although an invited guest, I thought that perhaps it might not be etiquette to ask.

The house was decorated with flags and many-coloured bunting and flowers. All were dressed in their best, magnificently embroidered silken clothing which made my plain English suit appear quite sombre. The ladies wore elaborate triangular headdresses, gorgeous with gold, turquoise, coral, pearls, and even more expensive jewels, which I have no doubt were quite genuine.

At an appointed time the wedding guests, mounted on ponies, set off on the road to meet the bride. We were a very jolly party, relatives, and friends of the bridegroom, and the joviality increased at each halting-place. Of these six had been prepared beforehand, with plenty of refreshments, liquid and other. The jolliest member present was a stout old lama who nearly fell off his pony with laughter at his own jokes, which unfortunately (or fortunately) I did not understand. Three of these halts had been prepared by the bridegroom's relatives, and three by the bride's. We met the other party midway, which is the proper thing to do. The bride was mounted on a gaily caparisoned steed, her head and face being covered by a thick veil.

CEREMONY AT BRIDEGROOM'S HOUSE.

The two parties now joined, and we returned the way we had come, a very gorgeous cavalcade indeed, with a whole retinue of servants wearing headdresses something like large coloured lamp shades. When we arrived at the bridegroom's house we found the gates shut and barred. Outside stood a sentinel armed with a javelin made of flour, butter, and water, baked hard. He assumed a hostile attitude, and threatened us with this weapon. Finally he threw it at the bride and fled, nimbly avoiding the efforts made to capture him. Had he been caught he would have had to pay a forfeit. However, he regained the gates, which were opened sufficiently to admit him, when they were again shut and barred.

There followed an argument between those within and the party without, who as a sign of surrender, from the house, explained their errand. A scarf was waved, and the gates were opened. The bridegroom's mother came out with sour milk and cakes, a portion being given to each of us.

A long and ceremonious banquet followed, but having previously had quite enough I was unable to do justice to it. The others did; indeed, their capacity for food seemed to be limitless. But by the end of its the stout old lama was quite overcome and fell fast asleep. After this a priest conducted a ceremony before the bride and bridegroom, who then met for the first time. As preparations were being made for further feasting, and most of the male guests were becoming hilarious, I found an opportunity to take my leave whilst I was still in a condition to find my way back in the dark, several miles to the dark bungalow where I was staying. There was to be music and some kind of a dancing display, which I was sorry to miss, but it was just as well.

DIVORCES NOT INFREQUENT.

The curious feature of these marriages is the utmost secrecy preserved by the parents on either side as to who their son or daughter is to marry. It may happen that they have not even seen each other until they meet on this occasion. The

(*Continued on next Column*).

result is that divorces are not infrequent, and indeed, an agreement is actually made at the time of the marriage that either may divorce the other if not compatible. Divorce is simple in Tibet, for all that is necessary is that the couple shall agree to part. Among the gift of the bridegroom is a jewelled head-ornament which is worn by the bride high up at the back of her hair. The husband has but to take this away from her, or she to hand it back to him, to make the divorce complete.

It might be supposed that this curious arrangement would lead to jealousies and quarrels, but this does not appear to be the case; or that a wife, having several husbands to please, would have a difficult time of it. On the contrary, the Tibetan woman is very much the head of the household. The men must bring their earnings, or account for them, to her. When they want money they must ask her for it. A husband who is idle, or who does not earn as much as she thinks he should, is liable to be reprimanded or even divorced and driven away. Tibetan women are, as a rule, thrifty, and their husbands must do their bidding. Seldom does a married man undertake any enterprise or conclude any business without first consulting his wife. Occasionally it may be that a man of forceful or truculent character may dominate a household. With one woman and several men opposed to him, he has need of these qualities.—GUEST in *Manchester Guardian*.

CANADIAN BUSINESS MEN.

TO TOUR THE FAR EAST.

A party of members of the Vancouver Board of Trade plan to visit China and Japan next spring, announces the Vancouver correspondent of the *N.-C. Daily News*. They hope to draw closer together, by personal contact, the exporters and importers here and the traders of the Far East. It will be the first time in the history of Canada that a trade delegation will have visited the Orient.

No definite date for the tour has been set but it is likely that March or April will be chosen. "This excursion is the culmination of many representations that have been made to the board from time to time by chambers of commerce in China and Japan," said Mr. W. E. Payne, secretary of the Board of Trade. He added that the Board considered it an opportune time for a representative delegation of its members to make a study of Oriental trade conditions, and to develop further trade relations between British Columbia and those countries.

It is intended to make the tour one of the biggest events in the commercial life of Canada, and a strong committee will be appointed to work out details. The delegation will visit the chief trade centres of China and Japan, spending sufficient time in each to allow for a study of industries and to meet commercial men.

SAIGON RICE MARKET.

QUIET WITH PRICES ON A HIGH LEVEL.

The Compagnie de Commerce et de Navigation d'Extreme-Orient in their report dated June 1st, state:—

Our market is still very quiet with prices rather on a high level. Japan and Philippine Islands are now enquiring but the disparity in prices is a hindrance to business. Some sales in brokens have been done with Europe.

The supply of paddy is poor. The native people who are rather exacting hold back their products in the interior in order to get still better prices. No downward tendency is expected in the near future.

The total amount of rice exported from 1st January to 15th May, 1926, is 594,852,436 tons against 697,660,627 in 1925.

We quote to-day white Saigon rice No., 1 25% brokens round grain:—Hongkong $7.25, per picul of 134 lbs. f.o.b. Saigon; 13s. 10d. per cwt. f.o.b. Saigon; yen 8.65, per picul of 134 lbs. f.o.b. Saigon.

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Orientals	Tls. 3 nom.
Shanghai Cottons (old)	Tls. 53 buy.
Do. (new)	Tls. 28 buy.
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Singapore Tractions	$5 sel.
Taxis	$4 sel.
Amusements	$11½ nom.
Canton Ices	$7½ nom.
Cements (combined)	$14 buy., 14½ sa.
Do. (old)	$13 nom.
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China Lights (combined)	$19 buy.
Do. (old)	$14½ buy.
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China Providents	$6 buy., 6.10 sa.
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Dairy Farms	$19 sel.
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Hongkong Observatory, June 8th.

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Barometer ...	29.83	29.78	29.77
Temperature ...	76	73	78
Humidity ...	72	83	78
Wind Direction...	E	E	ESE
" Force " ...	3	3	3
Weather	O	O	O
Rain	0.00	0.00	0.00

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HONGKONG.

THE LIGHTER SIDE OF THE STRIKE.

WHEN LONDON ROSE TO DEFEAT INTIMIDATION.

A SHANGHAI GIRL'S EXPERIENCES.

The following exceedingly graphic account of what the Great Strike meant to the average Londoner is taken from a girl student's letter to her father in Shanghai.

London is in a state of intense excitement, for the "great strike" is ON! I will begin at the beginning and try to give you some idea of the state of affairs here. Up till the last moment, of course, everyone hoped for a settlement. Against every wall were posters with the latest bulletins. "Miners' leaders meet at Downing Street"; "Hope for Peace," etc., etc., but the Government wouldn't yield, and the strike commenced at midnight on Monday, May 3rd. On Sunday Marian and I "queued up" outside St. Martin's in the Field and managed to get in after about a quarter of an hour's wait. The church was packed, and the service was most impressive—all, of course, dealing with prayers and hopes for industrial peace. The service ended by the whole congregation singing "Our God our help in ages past."

FOOD AND MILK CENTRE.

As we came out of the church a motor load of Fascists, in their black shirts, with a large Union Jack, passed by. On Monday, as it was a lovely day, we went out early, planning to get out of the bus at Hyde Park Corner and walk through the Park. We found, however, that the Park gates were locked, policemen were on guard, and tents and huts were being erected. The Park is now a "food and milk" centre, and the public are not admitted. On Tuesday morning two girls (Dutch) were leaving here and returning to Holland. They have been here on a short holiday. The busmen, of course, were all forced to strike, as were tubes, etc., so the five girls (including myself) all shared the Dutch girls' taxi to Hyde Park Corner—seven girls inside one taxi! The motor traffic is tremendous—you can be in a traffic block for half an hour without moving. The taxis are not "out" and are doing a roaring trade, but there are thousands who can't afford a taxi, and these were all walking. We got out at Hyde Park corner, and spent ages trying to cross it.

ANYTHING WITH WHEELS.

No one has seen anything like the traffic there—charabancs, lorries, cars, motor bikes, push bikes, anything with wheels, and thousands of foot passengers. As we were very early we walked down as far as Piccadilly Circus. Everyone is amazingly cheerful, seeing the funny side of it all—but I don't know how long that state of mind will last. The printers refuse to print anything "anti-strike" so there are no proper newspapers. They are selling small typewritten sheets, which people are asked to share. The Government have taken over the broadcasting stations. Only about a third of the Triangle College people turned up and very little work is done, everyone is too excited.

Soon after 4 p.m. yesterday Marian and I started home and got here at about 5.20 p.m., a long walk over crowded pavements all the way. There are a few independent buses, run by voluntary workers, but it is quite impossible to get on them, they are so packed with people, and the Triangle is not near a starting point where there might be a chance. Of course that was the first day of the strike and everything was "higgledy piggledy," but the Government are gradually getting things in hand—there are thousands of voluntary workers, a few trains are running, a few buses and everything is being "organized." (The Dutch girls, by the way, were not able to leave London and are back here).

CADGING A LIFT.

Now, for what happened to-day. We had had quite enough of a walk yesterday, so decided to try to "cadge" a lift to-day. Everybody is doing it! Margaret got a lift in a private car yesterday. The Government, over the wireless, asked all owners of private cars who were willing, to put up a notice on their windscreen, "Please signal if you desire a lift." So this morning Marian, Margaret and I started off "on the tramp." We turned and smiled sweetly at every car that passed, but no good, until, after we had walked for about 10 minutes or quarter of an hour, to our surprise an enormous lorry slowed up and the man sitting by the driver shouted "Going our way?" Marian called out "Yes," so they stopped and said they were going to Piccadilly. That suited us fine, so Marian hopped in by the driver, Margaret sat on her knee and then came the other man, so I sat half on him and half on Margaret! It really was awfully amusing. The lorry belonged to a brewery and was full of barrels of beer.

The men were quite nice, gave us their opinions on the strike, said they were glad they were not driving buses, etc., and set us down at Bond Street, taking Margaret to Russell Square. We each gave them 6d. How's that for an experience?

FREE RIDES FOR BUSINESS FOLK.

About half-past three Miss Thompson came in to tell us that she had received a telephone message saying that there was to be a fleet of cars in Grosvenor Square after 4 p.m. to take people home—so at 4 p.m. Marian and I made tracks

(*Continued on next Column*).

HONGKONG—SPRING.

When comes the rain
The island long has sought,
We count the gain
Which in her train
The April showers brought.

Here sweetly glows
Azalia's tumbling blush
In still repose,
Lest breathing blows
Away her fragrance—hush!

Sweet violets bring
Home woodlands over near—
Where thrushes sing;
And everything
Familiar and dear.

The faded lawn
Renews it's lease on life—
And shrubberies shorn
Of leaf—reborn—
The will to live is rife.

And comes the rose
Which England calls in June—
And on tip-toes
The sweet pea knows
That summer's coming soon—

C. H. S.

THE QUEEN'S THEATRE.

"BARBARA FRIETCHIE" PICTURE.

There were large attendances at the Queen's Theatre yesterday to see the film "Barbara Frietchie," which is based upon a story woven around the well-known poem by Whittier on the trouble between North and South America.

Florence Vidor and Edmund Lowe, represent the principal characters, Florence Vidor appearing in the title role. This picture will be shown again at all performances to-day.

From to-morrow until Saturday, the principal attraction will be a comedy by Paramount entitled "The Night Club," which stars Raymond Griffith.

STAR THEATRE.

At the Star Theatre, a First National picture, "Serenade," was shown yesterday. This film was given at the World Theatre last week and is being produced in Kowloon by request.

A notable success of last year "His People," starring Rudolph Schildkraut will be the big attraction on the programme from to-morrow until Saturday.

for the Square which is quite near South Molton Street. It seems that at 1 p.m. the Government appealed (over the wonderful wireless) for private owners to lend their cars, and to have them at certain given places from 4 p.m. onwards. The response was splendid. The cars stretched half round the Square and three men were in charge with notebooks.

We told them where we wanted to go and were able to say that we had been at business all day—that was the condition. We had to wait some time there, but eventually a gentleman came up, gave his name and address to one of the men in charge and took Marian and me and a girl, who had been teaching all day at a school near by, off in his car—a topping little car. We three sat in the back, so a seat was left empty beside him. Marian held up a huge notice "Passengers taken to Kingston," and we went off down Oxford Street. At Marble Arch a man jumped on to the running board and asked the driver if he could take him on. So he hopped into the front seat and we took the notice down. The little teacher wanted to go to Hammersmith, which was rather out of our way—but still it was all in the day's fun!

MORE FRIENDS IN NEED.

We had to go through Shepherd's Bush where the people lined the streets and lorry loads of police were arriving. At Hammersmith we got out and the last we saw of our exceedingly kind and polite friend he was filling up his car with more stranded folk! A policeman directed us to the road for Earl's Court Road, and we pushed our way through the crowds and got on to a quieter stretch of road, keeping our eyes open for empty cars. Soon a lovely limousine came along with just a chauffeur in. He stopped. "How far are you going?" "Earl's Court Road, please." "Right O, hop in,"—so we rode in style for a good way!

We left the good man at Earl's Court Road and walked some distance along it and having only about 10 minutes' walk we still did not refuse when a jolly little car with a lady and gentleman in it stopped and offered us a lift and they took us to the top of this road—and we got in, safe and sound, at 5.20 p.m. My! Some day! The latest thing announced a few moments ago is that the electric light men have struck, so Miss Fitch has gone out to buy candles.

A WONDERFUL SPIRIT.

The whole thing is of course terribly serious, but the spirit of the people is so fine through it all. Everyone is helping and "carrying on." Soon everything will be run by voluntary workers, and perhaps in a little while the strikers or the Government will "cave in" and they will come to some settlement. So much for that! A new adventure to-morrow. There is no knowing when you will get this as it may be difficult to get it over to Siberia. However, when you get it everything will be over—and don't worry!! There is a good deal of excitement—but no need for anxiety. Electric light still on, so am taking advantage of it to write this long screed!—*N.-C. Daily News.*

K. M. A.

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ALLEGED MAKING OF CANNON.

CHINESE ENGINEERS CHARGED AT KOWLOON.

Parts of what are stated to be cannons lay in the precincts of the Kowloon Magistracy yesterday afternoon, when Lai Tak, the master of the Tin Lee engineering shop, at No. 352, Reclamation Street, Mongkok, was charged with possession of six dismantled cannon and spare parts. The prosecution also alleged that the guns were made at his shop.

A SERIOUS CASE.

Inspector Pincott said that the charge was originally made under Section 4 of the Arms Ordinance and the Emergency Regulations, which provides for the trial of an offender by two magistrates. Since then the Captain Superintendent of Police had been in communication with the Attorney-General, and the latter was of opinion that the Emergency Regulations only applied to arms which could be used in the Colony. As it was obvious that the cannon were not intended for use in the Colony, the C.S.P. thought that the case was not sufficiently serious to ask for defendant's committal and desired that he should be dealt with summarily. As the Hongkong Government had nothing to do with the various factions in China, the offence, if proved, merited the maximum penalty, imprisonment and a fine.

The Inspector then spoke of finding the cannon in defendant's shop and timber yard. When charged defendant had said he was making machines for getting oil from pea-nuts.

His Worship referring to the question of dealing summarily with defendant, said that if the whole case turned on intricate questions of fact, and a jury might be better able to deal with it.

Mr. Somerset-Fitzroy, who defended, said he had no objection to defendant being tried summarily.

EXPERT EVIDENCE.

Major A. R. Stanford, R.A.O.C., called by the prosecution, said that on May 8th he visited the Yaumati Police Station, and was shown a jointed gun. It was fitted with a breach holder, a screw, a carrier and a lever of similar pattern to an 18 pound service gun. There was no fire mechanism. For firing purposes the gun was fitted with a radical bent. By means of this the gun could be fired.

Witness also visited a workshop at Mongkok and saw similar guns in process of manufacture.

Inspector Pincott informed His Worship that the pieces were not brought to Court. He said there were six guns.

Continuing, Major Stanford said that at the workshop there were two large lathes suitable for the making of guns. In another part of the shop he saw a completed breach end, and another in the process of being made. He also saw four completed trunnion bands, and some steel shafts, suitable for the manufacture of several more similar guns. He then visited the house next door, and there saw two more completed portions of guns, and a pattern. Describing another gun, he had seen, witness said that it was fitted with an elevating gear.

On being shown a drawing, he said that it was a rough sketch of a gun similar to the big gun. Another sketch was similar to that of a gun carriage. Witness thought that the guns were in two pieces so as to facilitate transportation.

Replying to Mr. Fitzroy witness said that by putting a piece of fuse down the touch hole the gun could be fired. He was of opinion that the guns were strong enough to stand high explosives.

Questioned in regard to the shafts he saw, he agreed that they might be old propellor shafts.

(*Continued on next Column*).

BRITISH FREEDOM.

THE ATTACK ON THE LIBERTY OF THE PRESS.

"DAILY MAIL'S" REPLY.

As will be remembered, the printers, before the General Strike was declared, endeavoured to prevent the publication of the *Daily Mail* because they disagreed with the views expressed in an editorial article. The paper deals with the subject in a short article entitled British Freedom. It writes:

"A newspaper in the United States has said of the attack on British liberty which was dictated by a small knot of conspirators on Sunday evening (when they attempted to interfere with the expression of opinion in newspapers), 'It is an act without precedent and parallel in the history of a vigorous freedom-loving Western nation.'

"It says further that the whole world is looking to England to meet this attack in a proper way.

"That attack will be met and defeated. And as the secret committee which dictated this attempt to suppress freedom of expression in the home of liberty appeared most to fear the undying appeal which the greatest of English poets and thinkers makes to the English mind, so to-day once more we quote from William Wordsworth:

'Tis well! From this day forward we shall know,
That in ourselves our safety must be sought:
That by our own right hands it must be wrought,
That we must stand unpropped or be laid low,
O, dastard, whom such foretaste doth not cheer!

"To the people of England and to their earnest and strenuous efforts is committed the defeat of this assault which has been delivered on the citadel of freedom by what Mr. Baldwin describes truly as an "alternative government," and which in his sober and restrained words has brought the nation to the verge of civil war, or indeed has actually declared civil war. With this generation of to-day is present the same spirit of all the ages of our history. We must be worthy of the past. We must be faithful to the dead who died in the war that England might be free. And we must be free whether from the despotism of alien tyrants or from the rule of secret committees who have usurped authority and challenged the just and lawful Government."

The life of a gun depended on the amount of charge used. With these guns a three and a half pound ball would be used. Such a gun might last about 2,000 to 3,000 rounds.

EXTRACTS FROM ORDER BOOK.

Inspector Pincott said that on May 7th he went with a party of police to the Tin Lee Engineering Shop at Mongkok. Defendant came forward as the master. On being challenged with manufacturing cannon, he said they were machines to extract oil from pea-nuts.

Replying to Mr. Fitzroy, the Inspector said that one of the guns found in a timber yard was partly covered with timber. The boards appeared to have been thrown carelessly over it.

On being handed a plan, witness said that the Chinese characters written on it were translated by one of the police interpreters as "water-power oil crushing machine." The plan was hanging up the office. Defendant helped the police in their investigations, but did not point out the small gun nor the elevating gear. Defendant handed over an order book, extracts from which had been translated. These extracts were to the effect that two men had ordered four sets of water-pumping oil pressing machines at a cost of $1,260. Of this amount, $320 had been paid as order money. When the defendant was asked where these men were, he had stated that they were in Macao but did not know their address.

At this stage the case was adjourned until this afternoon.

BOYCOTT NEGOTIATIONS.

TROUBLE IN CANTON STRIKE COMMITTEE.

FORMER HONGKONG WORKERS ARRESTED.

Various rumours were current in the Colony yesterday regarding the trend of negotiations for a settlement of the boycott. Nothing, however, of importance was done. The delegates from Canton, having completed the mission upon which they came which was to present their letter of introduction and to suggest that conferences might, with advantage, be arranged, are returning to Canton to-day.

H.B.M.'s Consul-General at Canton was expected to arrive in the Colony by the gunboat *Tarantula* yesterday afternoon.

[FROM OUR CHINESE CORRESPONDENT.]

General Chiang Kai Shek, who has been appointed Commander-in-Chief of all Kuomintang Revolutionary Forces in South China, has announced that he will formally assume his new command on June 10th. The present Kuomintang revolutionary strength comprises eight army corps nominally and such other units as the training corps, the cadets, and peasants' and labour corps.

Mr. Luk King For, formerly a master of Queen's College, Hongkong, and for the last six years chief clerk and departmental chief of the Bureau of Foreign Affairs in Canton, will henceforth assist Mr. Eugene Chen, the acting Minister of Kuomintang Foreign Affairs. Dr. Sydney K. Wai, a professor of Canton Christian College, who graduated from Columbia University with the degree of Ph.D., has also been appointed an assistant to Mr. Chen.

It is said that Mr. Eugene Chen's assistant, Mr. Luk King For, may pay a visit to Hongkong in connection with the boycott settlement.

A movement is on foot by the Communists and the Third International in Canton to get control of the Canton Strike Committee completely. Now only a majority of the Committee are Bolsheviks. In order that the Bolsheviks may gain their ends a number of committeemen have been charged with corruption, and during the last few days no less than 17 strikers and professional agitators on the Strike Committee have been arrested. The Bolsheviks are most anxious to control the Strike Committee fully, because otherwise they fear that the coming conferences for the settlement of the boycott may reach decisions contrary to their desires.

[A report from another source states that several members of the Strike Tribunal at Canton have landed themselves in trouble with their own party. Several of them have been detained on various charges, and have been prevented from carrying out their duties since Saturday. The number under arrest is given as 14 and of these several are well-known members of Unions who formerly worked in Hongkong. One of the men arrested is head of the Chinese Tailors' Guild, who was, it is believed, employed by Messrs. Shaw & Co. Another is the Head of the Barbers' Guild. He also worked in Hongkong previously. This report is obviously another version of the arrests to which our Chinese correspondent refers.]

CHINESE MERCHANTS' ATTITUDE.

MEETING OF CHAMBER OF COMMERCE.

The Hongkong Chinese merchants, while all desiring an early settlement of the Canton boycott will not again take any prominent part in negotiations. They feel that, if the Kuomintang in Canton sincerely wish an immediate termination of the trouble, all they have to do is to issue an order restoring traffic between the two ports and to suppress the pickets.

The Hongkong Chinese have sent delegates to Canton more than once, but no result has been forthcoming. Now, although they are still willing to take every step necessary to bring about peaceful relations between Hongkong and Canton they do not consider it worth while to be represented on the proposed joint committee of Canton and Hongkong Governments, merchants and workers as suggested by the four principal commercial organizations of Canton.

This is understood to be the sentiment of the leading Chinese upon whom Dr. Leung Pui Kie and Mr. Chan Lo Shang called.

There was an unusually large attendance at the Committee meeting of the Chinese General Chamber of Commerce of Hongkong yesterday, in anticipation of an announcement regarding the Canton overtures. Mr. Li Yau Tsun, Chairman of the Chamber, presided and was supported by Mr. J. M. Wong, Vice-Chairman, and Mr. Mr. Ip Lan Chuan, General Secretary.

It was, however, decided to keep the proceedings private and no official statement regarding the discussion has been made.

It is understood that the matter of settlement will be left to the Hongkong Government and to the Canton Kuomintang. The Chamber will continue to work as an organization assisting in the settlement, but no special delegates have been appointed to join the proposed committee.

THE NORTHERN EXPEDITION.

INCREASING UNEASINESS IN CANTON.

PRESS CENSORSHIP.

[FROM OUR CHINESE CORRESPONDENT.]

By instruction of the Kuomintang censors, the Canton vernacular press has been discounting all reports of victories on the part of the troops now threatening the Kwangtung-Hunan and Kwangtung-Kiangsi-Fukien borders. Latest information to hand, however, points to the fact that the forces from the North have practically obtained control of Hunan, leaving the Kuomintang General, Tang Seng Chi, but a small section of territory near the Kwangtung border.

SITUATION IN CANTON.

The situation in Canton is gradually becoming more unsettled owing to the continual demands of the militarists for funds and on account of internal disagreement resulting from the departure of so many Kuomintang leaders from Canton. It is thought therefore that Chiang Kai Shek, who controls the military power, now wishes to direct public opinion by the steps he is taking to get the papers under his thumb. The Canton Police have been instructed to compile a list of all newspapers and news associations together with their ownership, policy, circulation, and other information.

MR. WU TE CHEN.

Friends of Mr. Wu Te Chen, the former Canton Chief of Police, have received no confirmation of the report that he was to be handed over to the custody of Mr. Sun Fo, Mr. Wu's former political chief who is now acting Mayor of Canton.

Mr. Li Chuk Fung, a Kuomintang leader and Mayor-designate of the new Municipality of Kaukong, was murdered at Kaukong, near Canton, on June 4th, by a disappointed Kuomintang politician. The Kuomintang are offering $3,500 for the arrest of his murderer and accomplices.

DEMONSTRATION OF LOYALTY.

By instruction of the Kuomintang, all those supporting the Canton régime will take part in a demonstration of loyalty on June 15th. The demonstration is intended to arouse enthusiasm in order to promote the sale of war bonds. So that the Chinese in Hongkong may be interested in the demonstration, the Canton Strike Committee, as from June 11th will not interfere with Chinese visiting Canton. Between June 11th and June 16th visitors will be able to go and return from Canton under special permits.

THE STUDENTS' HELP.

The Northern Expedition Support Committee established by the Students' Union of the Kwangtung University held their first meeting on June 4th, at which they discussed their plans as follows:—

PROPAGANDA WORK.

1. Publish pamphlets *re* the Northern Expedition.
2. Print and distribute slogans.
3. Print Dr. Sun's photo.
4. Issue declaration.

PROPAGANDA CORPS.

Each corps to consist of 10 persons who will be supplied with the above-mentioned publications and accompany the Expeditionary troops.

PERMISSION.

To request the University to write to the Political Training Department asking for permission to allow them to follow the troops.

FINANCE.

To request the University to appropriate funds.

PROPOSAL.

Chen Shao Hsien proposed to hold a social gathering on a large scale in order to collect funds for the Northern Expedition, and at the same time to make known to common people the importance and significance of the expedition. It was resolved to discuss this proposal at the next meeting.

Judging from this programme the students will not be of any great assistance to the Armies in the Field.

THE WAR IN SOUTH HUNAN.

SOUTHERN FORCES SHORT OF AMMUNITION.

The Hunan correspondent of the *N.-C. Daily News*, gives some account of the military operations in Hunan. Writing from Siangtan, Hunan, on May 23th he says:

The war has passed quite beyond this city. Three days ago Tang Seng Chi's men left Isuho 15 li south of the city, where only a small detachment was situated for several days and Yeh's men had been firing small trench guns to scare them away. Hupeh soldiers now hold that town and across the river from Isuho and Siangtan there is a detachment of Northern soldiers. The writer talked with some of the men and they had been in Hunan with Wu Pei Fu in the ninth and tenth years of the Republic.

The battle that took place on the Siangtan-Paoching road has ceased, the South has been driven back beyond Hsiangsiang. The soldiers from Changtch and Shenchow came up with Yeh's men near Hsiang-siang through to Ling-siang and connected so that the next real engagement will no doubt take place beyond Heng-shan.

LACK OF AMMUNITION.

The rumours say that Tang's men have not been defeated, but because of a lack of ammunition have been compelled to retreat. Everywhere the people are singing the praises of Tang's men. In Isuho where they were fighting or at least holding the town not a single house or shop was molested by them. On the other hand whenever the Northern men come to a place they go into the shops and homes and search and take anything they can lay their hands on. The commandeering of men and boats goes on throughout the whole district and the people are suffering untold hardships from the soldiers, through looting and commandeering.

The Red Cross field force made a trip to Isuho and found that there were few wounded, since the fighting had never been a real engagement.

Mails are delayed and the telegraphs are used almost entirely by the military. Telegrams from Hengchow have been delayed and often censored and sent on by mail.

A CIVILIAN TORTURED.

The wounded soldiers in the Red Cross (Presbyterian Mission) Hospital are convalescing. There are a few very terrible cases. One wounded in the head is paralyzed and yells at the top of his voice most of the time. A civilian who refused to carry for the military had the tendons on the back of his feet cut and is maimed for life. Some 20 have died in the hospital and a good many will need long treatment before they can leave.

ANOTHER CONSTABLE SHOT IN SHANGHAI.

COLD BLOODED MURDER ON YANGTZEPOO ROAD.

Following the murder of Wednesday morning (June 2nd) in which a detective informer was shot in cold blood on North Szechuan Road, Shanghai, an armed robber on June 3rd on East Yangtzepoo Road shot and killed a Chinese constable before he had time to draw his own weapon, reports the *N.-C. Daily News*.

Early in the evening a lone bandit entered a cloth shop at 1799, East Yangtzepoo Road, and asked to be shown some material, of which he selected two rolls. He then drew his pistol and threatened the inmates if they raised an alarm. On leaving the premises, however, he fired once into the ground as a threat, and then ran off toward Linching Road. He had barely rounded the corner, pistol in hand, when he ran squarely on to the constable. Before the constable realized what was happening, the robber opened fire and wounded the officer mortally. The policeman died shortly afterward and the body was taken to the public mortuary.

In response to the report Det.-Sergt. Hutton and an armed party went to the scene. A Japanese constable, who saw the shooting, rushed up and fired six shots, none of which took effect. Near the policeman's body they found the two rolls of cloth and the robber's discarded pistol which, on examination, proved to be a French make, 7.55 calibre. It was later learned that the murderer had made off into the country. A search was made, but his whereabouts was not learned.

UNRULY SHANGHAI STUDENTS.

REFUSAL TO APOLOGISE FOR INSULTS TO PRINCIPAL.

INSUBORDINATION AND DEFIANCE.

Trouble has arisen at the Medhurst College, a London Missionary Society institution at 76, Chaufoong Road, Shanghai, in connection with the commemoration of May 30th. As a result, 180 students have withdrawn from the school. The students have taken this action rather than apologise to their Principal, the Rev. H. Bunce, for posting notices in the school which he considered insulting to himself and his country, and for various acts of insubordination.

The Rev. Bunce gives his own account of the affair as follows:

FULL OF SORROW.

"On Sunday morning the monitors came to ask to be excused from services on the ground that as they were so full of sorrow they could not sing. I said, however, that it was the College rule to hold a service and that there should be a service, but there need be no singing and that the foreigners would not attend. This was settled and then I indicated that some notices which were not polite had been fixed on the notice board, and that as this was an insult to me personally, the notices should be removed.

"In the afternoon some of the students blocked up my private entrance to the College grounds but later the entrance was cleared.

"On Monday at the morning service the whole school refused to sing but some students played basket ball and other games and more insulting notices were posted on the board. In the evening I found my entrance again closed and so told one of the teachers that matters had gone too far and that I should punish the whole school. I indicated that I had been willing to excuse the behaviour as I knew the students were excited but that no Principal could accept a public insult from his own students. He privately told them of this and I was assured that the entrance would be cleared.

STILL BLOCKED.

"On Tuesday, however, I found that the gate was still blocked up. I telephoned from my house to the College and the students were informed that they must (1) remove the notices, (2) send me a deputation to inform me publicly that the notices had been removed and that the entrance was cleared, otherwise I could take no class. After some time a deputation came to me to say that the students not only were not willing to apologise but that they demanded three conditions (1) the right to hold meetings wherever they wished, (2) the right to put up any notices they wished, (3) to sing or not as they wished. At 1.15 p.m. I was informed that the students with the exception of three had all signed a declaration to leave the College. The deputation told me of this and I asked that they should do so at once and said that I would inform their parents."

In connection with the dispute, the following appears in the vernacular papers:

THE STUDENTS' VERSION.

To the General Public,—We, the students of Medhurst College, beg to make the following statements regarding our leaving the College, on June 1st, 1926.

On the first anniversary of May 30th we, impelled by our conscience, could not but give an expression of our sorrow. We, therefore, applied to the Principal for the use of the College Hall for the purpose of holding a commemoration meeting on the same date. Our request was granted and the meeting was held in due decorum with absolutely no disorder. But after this meeting the Principal informed us that the notice "Don't Forget May the 30th" posted on the notice board, being an insult to the English people, must be removed and that the whole student body must apologise for such action, and also that, thereafter no public meeting tending to give an expression to the patriotic feeling among the students should be convened. Failing to obey this order the students would be expelled. On hearing this order we were greatly surprised. Such action on the part of the Principal not only deprives the students of their liberty but is also a gross insult to our nation as a whole. Unwilling to be subjected under such cruel terms, we have signified our earnest desire to leave the College by signing a declaration to the effect. This action is taken with great anguish and regret and we trust the general public will sympathize with us.

Of the students who have withdrawn, 120 are boarders and the remainder day students.

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[A.P.B.] [108

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MR. J. W. FRASER, Secretariat, SHANGHAI MUNICIPAL COUNCIL.

Shanghai, June 4th, 1926. [3655

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION OF THE VALUABLE LEASEHOLD PROPERTY

Situate at VICTORIA in the Colony of Hongkong and registered at the Land Office as SUBSECTION 2 OF SECTION D OF INLAND LOT No. 1355 with the Premises thereon known as No. 2, CHING LIN TERRACE (Formerly known as No. 2, LI SING KUI ROAD)

ON

WEDNESDAY, THE 16TH DAY OF JUNE, 1926, AT 3 O'CLOCK P.M.,

BY

MESSRS. LAMMERT BROTHERS, Auctioneers,

AT

THEIR SALESROOM, No. 8A, DUDDELL STREET, VICTORIA, HONGKONG.

For further Particulars and Conditions of Sale, Apply to:—

MESSRS. WOO AND NASH, Mortgagees' Solicitors, Nos. 4 and 6, Queen's Road Central,

OR TO:—

MESSRS. LAMMERT BROTHERS, Auctioneers, No. 8A, Duddell Street.

Dated 25th May, 1926. [3654

NOTICE.

THE Catholic Community are Very Cordially Invited to A RECEPTION to be held in the THEATRE ROYAL at 5.30 P.M. on MONDAY, the 14TH JUNE, 1926, on the Occasion of the Presentation of Addresses to the RIGHT REVEREND MONSIGNOR H. VALTORTA, VICAR APOSTOLIC OF HONGKONG.

For the Committee,
C. A. DA ROZA, President.
G. P. DE MARTIN, Secretary.

Hongkong, 7th June, 1926. [3651

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE beg to inform All Interested in SAFE DEPOSIT, that they have actually in their New Building, 5, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of $8 for the Small Size and $12 for the Large Size. Please Apply to The CASHIER. [3472

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All are Cordially Invited to View our FINE COLLECTION. [99

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING of MEMBERS will be held in the JOCKEY CLUB ROOM, HONGKONG CLUB ANNEX, on MONDAY, 21st JUNE, 1926, at 5.15 P.M.

By Order,
C. B. BROWN,
Secretary,

3847]

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INTIMATIONS.

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

THE FORTY-FIFTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. JARDINE, MATHESON & Co., LTD., Pedder Street, Hongkong, on THURSDAY, the 10TH JUNE, 1926, at 12 Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 3RD to 24TH JUNE, 1926, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 20th May, 1926. [3587

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on FRIDAY, THE 11TH OF JUNE, 1926, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st of DECEMBER, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from the 6TH to 11TH of JUNE, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 26th May, 1926. [3606

THE HONGKONG TUG & LIGHTER CO., LTD.

THE SECOND ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, ST. GEORGE'S BUILDING, Chater Road, Victoria, on THURSDAY, the 24TH JUNE, 1926, at 11.30 O'CLOCK A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the Year ended 31st MARCH, 1926, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 21ST JUNE, 1926, until THURSDAY, the 24TH JUNE, 1926, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 7th June, 1926. [3653

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION OF TWO LOTS. OF VALUABLE LEASEHOLD PROPERTIES NAMELY:—

LOT No. 1.

ALL THAT Piece or Parcel of Ground situate at MONGKOKTSUI in the Colony of HONGKONG and Registered at the LAND OFFICE as SUBSECTION 1 OF SECTION C OF KOWLOON INLAND LOT No. 1221, Together with the Building thereon now known as No. 677, SHANGHAI STREET.

LOT No. 2.

ALL THAT Piece or Parcel of Ground situate at MONGKOKTSUI aforesaid and registered at the LAND OFFICE as KOWLOON INLAND LOT No. 1620 containing about 4,215 Square Feet.

IN TWO LOTS BY MR. E. V. M. R. DE SOUSA, Auctioneer, AT THE CHINA AUCTION ROOMS, No. 4, DUDDELL STREET, HONGKONG, ON

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For further Particulars and Conditions of Sale, Apply to—

MESSRS. GEO. K. HALL BRUTTON & CO., Mortgagee's Solicitors, St. George's Building, Chater Road.

Hongkong, 27th May, 1926. [3613

PREPAID "WANTED" ADVERTISEMENTS.

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AERATED WATER MANUFACTURERS. [50

BIRTH.

KIRBY.—On June 3rd, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. KIRBY, a daughter.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 9TH, 1926.

SUMMER HOLIDAYS.

THOSE who are lucky enough to be able to go away for a few weeks' holiday during the summer have probably already made their plans. Indeed many residents have by this time departed for the seaside resorts of the North. Those of us who are left behind cherish the hope that we shall be able to get a holiday some day. We want to see more of the East than the various ports of call on the voyage out and home. There are plenty of places that attract us. Hongkong is situated almost as if it were the hub of a wheel, and the lines joining Hongkong to the holiday resorts are something like irregular spokes that radiate from the hub. We can go North to Tsingtao or Weihaiwei, or to that most delightful centre of Chinese national life, Peking. Japan is always certain to attract tourists from all parts of the world, although many Hongkong people have kept away during recent years because of the tales of high prices. Then there is Baguio, and other places in the Philippine Islands. It is true that the best time of the year at Baguio is also the best time in Hongkong, but visitors who have made the ascent from Manila in June are enthusiastic over the delights of this famous health centre. Sir HENRY MAY, while Governor of this Colony, visited Baguio and publicly commended it as a health resort to residents here.

In recent years enterprising holiday makers have visited Java and have been enamoured of the wonderful scenery and the beautiful roads. From the vivid descriptions that we have received from those who have made the trip it would seem that the motor-car ride from one end of the island to the other is an experience that will linger always in the memory. Certainly the snap-shots taken by Hongkong visitors in Java give glimpses of lovely views. Every comfort awaits the motorist; there is a well organised system that enables a party of three to book as soon as they arrive in the country. The details of the journey need not worry visitors in the least, once the booking has been accomplished. It should be added that nearly all of the tour is on well made roads some thousands of feet above sea-level. It is a complete change from life in this part of the world and it is change that we need most during our holidays.

Arrangements can be made to visit other places on the way back. Who would not like to call at such an out of the way island as Celebes? The round trip from Hongkong to the various parts of the East Indies must be almost a pilgrimage in the steps of that fascinating story writer, CONRAD.

The health resorts of Sumatra are not so well known as those of Java but we believe that Hongkong holiday makers have explored them and have been more than pleased with their trip.

Several people from Hongkong are making the journey this summer to Yunnanfu. Travelling is rather involved, but not too difficult for ladies. A steamer from Hongkong runs to French territory and the train up to Yunnan passes through unusual and beautiful country. The real difficulty, we understand, is the accommodation in Yunnanfu. That the climate is exhilarating cannot be doubted, for all visitors speak of it with enthusiasm.

There are so many places to see in the Far East that we may well envy those who have the time and the money at their disposal to leave this little island for a spell. Those who cannot go away this year, however, may console themselves with the reflection that the summer so far has been remarkably cool. It is always possible to find something to be thankful for if we look hard enough for it.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) visited Cheung Chau yesterday.

The body of a Chinese coolie, employed by the P.W.D. has been found at the Fanling railway station.

A Chinese employed at the Naval Yard has been sent to hospital suffering from injuries received whilst working a machine.

A Chinese fitter was fined $40 at the Kowloon Magistracy yesterday on charges of driving a motor-lorry without a licence, and without the owner's permission.

A Chinese has been sent to hospital, suffering from injuries caused by his jumping from the verandah of a house in Kowloon during an opium raid by revenue officers.

The second ordinary yearly meeting of the Hongkong Tug and Lighter Co., Ltd., will be held at the office of the Company, St. George's Building, on Thursday, June 24th, at 11.30 a.m.

An order for the deportation to Shanghai of an Indian wanted for theft in that port was made by Mr. R. E. Lindsell at the Central Magistracy yesterday. The Indian was arrested in Hongkong recently.

Revenue Officers who carried out a search on board the s.s. *Taishan* (one of the steamers on the Hongkong-Macao run) on her arrival in Hongkong from Macao on Monday evening, seized 16,800 cigarettes, which were found concealed in the hold.

Mr. S. C. Leung, general secretary of the Chinese Y.M.C.A. of Canton, is visiting Hongkong on his way to Europe and America where he will study the work being done by the Young Men's Christian Association. Mr. Leung will be absent from Canton for a year.

A Reuter's cable from Peking says that the Asiatic Petroleum Company's Nanning Office reports that pirates have killed Mr. J. M. Phillips, whose body was been recovered, and is being brought to Nanning for burial. An account of the outrage appeared in the *Daily Press* yesterday.

The marriage of Miss Dorothy King, of No. 372, The Peak, and Mr. W. A. Nowers, of the Asiatic Petroleum Co., takes place this afternoon at three o'clock in St. John's Cathedral. A reception is being held after the ceremony at "Tanderagee," 372, The Peak, the residence of the bride's parents.

Two Chinese cases of small-pox (one fatal), one British imported case of diphtheria and four Chinese cases of enteric fever (three fatal) were reported in Hongkong during the week ended June 5th. One Chinese imported case of small-pox and one British case of diphtheria were reported during the 24 hours ended June 7th.

A Chinese cowboy, employed by the Po On Farming Company at Lin Tong Mi, Sheung Shui district, was robbed on the Fanling golf course on Sunday. According to a report received by the police yesterday he was walking to Shek Wu Hu to buy clothes, and when mid-way between Lin Tong Mi and the club-house, he was stopped by four boys, apparently looking for golf balls. They forced him to the ground and stole $2 from his pocket.

At the Kowloon Magistracy yesterday, before Mr. J. H. B. Nihill, charges of driving a motor-cycle at a speed of 20 miles an hour in a controlled area, of passing another vehicle in a controlled area, and of failing to keep close to the left side of the road when rounding a bend in Chatham Road, were brought against Mr. E. Marriott, by Acting Sub-Inspector Nicoll. Defendant, who pleaded guilty to all charges, was ordered to pay fines amounting to $10.

A Chinese coolie who seems to have made a practice of stealing motor accessories was arrested some time ago by the police. Enquiries led to thirteen charges being preferred against him and he was sentenced to one year's imprisonment, and ordered to be expelled from the Colony on the completion of the sentence. Another Chinese shopkeeper was charged at the Magistracy with receiving certain of the stolen property, well knowing it to have been stolen. He was sentenced to three months' imprisonment.

At the Kowloon Magistracy yesterday, before Mr. J. H. B. Nihill, a Chinese motor-cyclist was prosecuted by Mr. J. B. Trevor for driving his cycle in a negligent manner along Chatham Road on the night of May 29th. Mr. Trevor told His Worship that he was driving along Chatham Road at 10.15 a.m., and when near the children's playground he say a cyclist in front wobbling from side to side. Mr. Trevor was going at a speed of 20 to 25 miles per hour and when he overtook defendant, the latter swerved towards the car, causing witness to swerve suddenly in his turn in order to avoid a collision. A fine of $10 was imposed.

ROBBERS FALL OUT.

QUARREL OVER DISTRIBUTION OF BOOTY.

ONE KILLED AND TWO WOUNDED.

Information has been received that a notorious Chinese robber, named Wong Ming, was shot and killed by another robber during a fight in Sha Lan Wan, Sha Tau Kow district, on Sunday. Two other men were also reported to be wounded.

It appears that a quarrel arose over the unequal distribution of "booty" secured from various robberies near the border and that this dispute between the gang led to a general fight.

Two of the men shot are well known to the police and are regarded as being responsible for numerous robberies committed last August and September. The place where the fight occurred is in Chinese territory.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SALT REVENUES.

INDIVIDUAL BONDHOLDERS AND COLLECTIONS.

PEKING, June 8th.

The Salt Administration has paid that part of the annual Hukuang Loan service which it contributes, amounting to Taels 950,000 to the banks charged with the service of the loan.

This, however, leaves a deficit of which the Chinese Government is responsible, and it is impossible to say how individual bondholders are likely to be affected.

Three Foreign Consuls interviewed Mr. Chu Yu Pu on Saturday regarding Changlu salt. Mr. Chu asserted he was not interfering with salt collections, but his bureau was known to have collected 45,000 dollars of salt revenue, and had removed large quantities of salt from depots, while the Salt Administration was collecting no revenues.

TRAFFIC CASES.

SEQUEL TO MOTOR ACCIDENT.

A sequel to a motor-accident in Des Vœux Road on May 25th when Sub-Inspector MacLennan was injured, was heard at the Central Magistracy yesterday, when the driver of a taxi was charged with reckless driving.

Sub-Inspector Alexander, who characterized the case as a serious one, said that the accident occurred at the junction of Wardley Street and Des Vœux Road. The taxi was proceeding along Des Vœux Road and when a car issued from Wardley Street, the driver applied his brakes and swerving, collided with an electric standard. Sub-Inspector MacLennan who was in the taxi was severely injured, and had been in hospital for nine days.

Replying to Major Willson, Sub-Inspector MacLennan said that he was not claiming compensation from the Taxi-cab Company.

Defendant had been previously fined for reckless driving.

He was also summoned for failing to notify his change of address. On this charge he was fined $10.

A fine of $100 was imposed in regard to the charge of reckless driving.

Mr. Faide, of the Hongkong University was fined $5 for causing an obstruction with his car in Pedder Street.

A Chinese motor-driver was fined $15 for allowing a learner to drive his car. The learner was fined $10.

CONSTABLE IN OPIUM DIVAN.

A SECOND OFFENCE.

At the Kowloon Magistracy yesterday, before Mr. J. H. B. Nihill, a Shantung constable, attached to the Yaumati Police Station, was charged by Mr. D. Burlingham with being in an opium divan.

It was stated by Mr. Burlingham that the man had previously been punished departmentally for smoking in a divan in September. On that occasion he was reduced to the rank of a recruit for six months. It was on account of the previous offence that defendant was now brought before the Court, although the present case was not as serious as the other. He had been absent from the Station without leave on the first occasion, where on Monday he had previously obtained leave.

His Worship fined defendant $20. The constable was also fined $2 for smoking in an opium divan; while the keeper, a woman occupant of No. 45, Portland Street, was fined $75.

Five other Chinese who failed to appear before His Worship had their bail of $3 each estreated.

WEATHER REPORT.

Last night's weather report, forecast, and remarks by the Royal Observatory said:—

The anti-cyclone over Japan has weakened slightly. A depression covers Indo-China.

Local forecast:—East winds, moderate, fine to cloudy.

CABLES.

[THROUGH REUTER'S AGENCY.]

LEAGUE OF NATIONS.

BROADCASTING OF HEALTH REPORTS.

GENEVA, June 7th.

The League Council has endorsed the Health Committee's appreciation and thanks to the Governments of French Indo-China, the Dutch East Indies, British North Borneo and India, for broadcasting, free of charge, reports from Singapore of epidemiological intelligence weekly, from Saigon, Malabar, Sandakan, Bombay, Madras, Calcutta and Karachi.

BRAZIL TO RESIGN.

RIO DE JANEIRO, June 8th.

The newspaper *O. Globo* announces that Brazil is formally notifying its resignation from the League of Nations in a few weeks time, and will not participate in the Assembly Meeting in September at Geneva.

It is noteworthy in connection with this that the Brazilian representative, Senhor Franco Mello was absent at yesterday's meeting of the Council on the ground of indisposition, but failed to send the usual substitute.

NOTABLE ABSENTEES.

The talk of the Brazilian withdrawal from the League causes difficulties in connection with the reconstruction of the League Council. Yesterday's meeting opened with two significant absentees, Mello and also Quinones de Leon (Spain) who was suddenly recalled to Spain, though unlike Mello, he provided a deputy in the Council.

MADRID, June 8th.

It is semi-officially exjlained that Leon was recalled to exchange views on international policy not connected with the League, though Senhor Yanguas, Foreign Minister, interviewed pointed out the feeling of the recent meeting of the Commission examining the Constitution of the Council. He sided with Lord Cecil's view which is contrary to Spanish aspirations. Consequently, the present meeting at Geneva is not interesting to Spain, since the presence of all members is not necessary for the functioning of the organisation, but in order to testify their loyalty to the League Spain has appointed Senhor Quer, Chargé d'Affaires in Berne, to sit in Leon's absence.

PRUSSIAN JUNKERTHUM.

HINDENBURG AND EX-RULERS' PROPERTY.

BERLIN, June 8th.

A bolt from the blue descended on the Reichstag resuming after Whitsun in the shape of the publication of a letter from Marshal Hindenburg, which is interpreted as a threat of resignation in the event of the plebiscite of June 20th resulting in favour of expropriation of the Hohenzollern or other Royal Families property.

The President says "I spent my life in the service of the Kings of Prussia and German Kaisers and regard the prebiscite as a great wrong, and a regrettable lack of feeling and tradition and an uncouth piece of thanklessness."

He foresees "A serious attack against the structure of the State whose deepest foundation is a respect for law and recognition of property."

The letter increases the Cabinet's difficulties, which are becoming acute over the flag controversy, and have aroused the excitement of the country, as the Republicans see therein another attempt to undermine the Republican Constitution.

PARIS-TOKYO FLIGHT.

D'OISY TO RESUME HIS JOURNEY.

PARIS, June 8th.

Pelletier D'Oisy will resume his flight to Tokyo as soon as the weather is favourable.

SUBMARINE'S CRUISE.

DUTCH UNDERSEA CRAFT IN AZORES.

HORTA (Azores), June 7th.

The Dutch submarine, which is travelling unattended to the Dutch East Indies, has arrived here. She attained a top speed of 18 knots, and it is considered that she behaved well, proving that the new design is satisfactory.

THE COAL STRIKE.

PROSPECTS OF A SETTLEMENT.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 7th.

It is anticipated that the Miners' Executive, when it meets to-morrow morning, will accept the invitation of Mr. Evan Williams, President of the Coalowners Association, to a joint informal meeting with a view to the resumption of negotiations.

Mr. A. J. Cook, Secretary of the Miners Federation, stated to-day that he was prepared to recommend to the Miners' Executive the acceptance of the invitation. He, however, repeated his often-made declaration that the miners would only discuss on the basis of a new agreement which does not involve longer hours or the lowering of wages.

Mr. Herbert Smith, the President of the Coalowners Federation, has also declared that he stood firm on these point until the Coal Commission's Report has been thoroughly sifted.

On the other hand, it is stated on behalf of the coalowners that they have no new proposals to make and that a solution can only be found in some accommodation without wages or hours or districts agreements.

Despite these declarations, the expected resumption of negotiations in regarded in outside circles as offering some prospect of the coal stoppage, which is now in its sixth week, being brought to an end.

BRITAIN AND TURKEY.

TRIBUTE TO TREATY NEGOTIATORS.

RUGBY, June 7th

Questioned regarding the Turkish Treaty in the House of Commons this this afternoon) Mr. Locker Lampson, Parliamentary Under-Secretary to the Foreign Office, replied:—"I am happy to be able to state that the negotiations with the Turkish Government have been brought to a successful conclusion and that the Treaty was signed on June 5th. As certain minor alterations were made at the very last moment, I am not yet in a position to give the exact text but the Treaty will be laid before Parliament at the earliest possible date. I should like to take this opportunity of saying that the Treaty is largely due to the spirit of statesmanship and conciliation displayed throughout the negotiations by representatives of both countries who will have contributed very effectively towards the renewal of the traditional friendship of their two nations."

[THROUGH REUTER'S AGENCY.]

ANGORA, June 8th.

The Assembly has ratified the Anglo-Turkish Mosul Treaty.

[BRITISH WIRELESS SERVICE.]

FREEDOM OF EDINBURGH.

"AULD REEKIE'S" TRIBUTE TO MR. BALDWIN.

RUGBY, June 7th.

The Freedom of the City of Edinburgh was conferred upon the Prime Minister to-day, in the presence of a large gathering.

Presenting to Mr. Baldwin, a silver casket containing the Freedom, the Lord Provost said the Premier came fresh from one of the great triumphs of history. Mr. Baldwin was the man of the hour and it was no small satisfaction to the citizens of Edinburgh that it had fallen to them to give him the first formal expression of gratitude which all his fellow-countrymen owed him, for the way in which he had successfully brought them through one of the greatest crisis in their history.

ROYAL VISIT.

SWEDISH PRINCESS AND PRINCES IN LONDON.

RUGBY, June 7th.

Princess Astrid, daughter of the Crown Prince of Sweden and the late Crown Princess, who was formerly Princess Margaret of Connaught, arrived in London to-day on a visit to the Duke of Connaught, her grandfather. The Princess was accompanied by her two brothers, Prince Gustavus Adolphus and Prince Sigvord.

TAXATION IN BRITAIN.

POORER CLASSES NOT PENALISED.

RUGBY, June 7th.

In the course of a debate in the House of Commons on the Finance Bill, Mr. Churchill, Chancellor of the Exchequer, replied to criticisms that the well-to-do were considered in the matter of taxation more than the poorer classes.

He pointed out that in 1913-14, 42.5 per cent. of our revenue was raised by indirect taxation and 57.5 by direct taxation. The proportion for 1926-27 was 35.33 from indirect and 64.66 from direct. Included in the indirect taxation for the present year was no less than £16,000,000 raised by luxury taxation which were indirect in their form and did not throw any appreciable burden upon the working classes.

LONDON SHIPPING.

RUGBY, June 7th.

Shipping using the port of London last year reached the record figure of 46,000,000 tons and the Port Authority is considering the placing of contracts for additional facilities. The expenditure of £4,000,000 on new works has been authorised and in April a tender was accepted for some of the new works at Tilbury Dock. Tenders are to be invited shortly for other portions of the new work.

[THROUGH REUTER'S AGENCY.]

DUTY ON TEA.

LABOUR AMENDMENT TO REDUCE TAX DEFEATED.

LONDON, June 7th.

In the House of Commons during the Committee stage of the Finance Bill, Mr A. V. Alexander (Labour) moved an amendment to reduce the tea duty from four pence to one penny per pound, quoting the high dividends of the various tea companies.

Mr. Churchill, in reply, said that the position had not improved in consequence of recent events in Britain and he was more inclined to search in the near future for additional sources of taxation than to give up any on which the Budget had been balanced. Referring to the tea duty, Mr. Churchill said he still desired the tax to be lightened or removed and it was the first of the indirect taxes which deserved Parliament's attention. He declared that any Chancellor would be grateful if the duty on Empire crown tea could be removed but he did not know whether it was possible in the life of the present Parliament for Empire tea to enter free. The loss in revenue would be five or six millions, because it would include chicory, coffee, and cocoa. The Government would regard it as a great task to remove the duty on tea if at any time it was possible in the present Parliament. (Cheers.)

The amendment was defeated by 241 votes to 105.

CLAUSE AGREED TO. LATER.

The Finance Bill clause embodying the tea duty was agreed to.

TARIFF AUTONOMY.

CHINA AND ABOLITION OF LIKIN.

LONDON, June 7th.

In the House of Commons, answering questions, Mr. Locker Lampson said that by accepting the resolution of the Tariff Conference passed on November 19th, His Majesty's Government are committed to agree to the insertion in the Treaty which the Conference is endeavouring to frame of an Article granting to China tariff autonomy by January 1st, 1929. He said that hitherto, owing to political disturbances in China, little progress had been made in drafting the Treaty.

His Majesty's Government was not committed in any other respect. He added that the agreement of the Powers to grant tariff autonomy in 1929 and the Chinese Government's undertaking to abolish *likin* by then, were not, as the Article at present stands, expressly interdependent.

His Majesty's Government, before completing the negotiations leading up to the actual grant of tariff autonomy would undoubtedly expect China at least to initiate measures extending a fair hope for the ultimate abolition of *likin*.

THE BOYCOTT.

QUESTIONS IN THE COMMONS.

LONDON, June 7th.

In the House of Commons, Commander Kenworthy, Liberal, Central Hull, asked what steps were being taken to improve the position arising out of the Canton boycott?

Mr. L. S. M. Amery, Secretary of State for the Colonies, in reply, said that the Hongkong Government had neglected no opportunity of attempting to restore normal relations, but it was severely handicapped by the continual political changes in Canton. Everything possible was being done to remove the unfortunate state of affairs.

Replying to Mr. H. W. Looker, Conservative, South-East Essex, Mr. G. Locker-Lampson, Under-Secretary of State for Foreign Affairs, said that no new arrangements were being considered as regards Britis' diplomatic representation in Peking.

IMPERIAL PREFERENCE.

GOVERNMENT ADOPT STABILISATION FOR TEN YEARS.

LONDON, June 7th.

The House of Commons, in Committee, has adopted the Cause of the Finance Bill stabilising Imperial Preference for ten years by 234 votes to 115 after the rejection of a Labour amendment to reduce the period to two years. The Labourites contended that the Government was not justified in proposing an arrangement operating beyond its possible tenure of office.

Mr. Ronald McNeill, replying, pointed out that no Government could bind its successors, but he challenges the Labourites to declare their intention to abolish the Imperial Preference stabilisation Clause.

The Committee agreed to the remission of Customs duties on antiques.

[REUTER'S AMERICAN SERVICE.]

PHILIPPINE LAW.

DECLARED TO BE UNCONSTITUTIONAL BY U.S.

WASHINGTON, June 7th.

The Supreme Court has declared as unconstitutional the Philippine law requiring commercial accounts to be kept in English, Spanish or some local dialect. The Yu Cong-eng and Company, were plaintiffs and claimed that of 85,000 merchants in the Philippines, 12,000 were Chinese and that the law seriously handicapped them.

CHINESE ENTHUSIASM.

MANILA, June 8th.

The Chinese community have greeted with great enthusiasm the press despatches from the United States Supreme Court ruling that the Philippine Book-Keeping Law is unconstitutional.

The law forbade merchants to keep accounts in Chinese, and was considered discriminatory and ruinous to the Chinese, who control 90 per cent. of the retail trade.

DESERTER'S FATE.

AMERICA TO INTERCREDE WITH FRANCE.

WASHINGTON, June 7th.

Mr. Kellogg has instructed Mr. Myron Herrick, the U.S.-Ambassador to France to intercede with the French Government on behalf of Bennett J. Doty, also known as Gilbert Clare, a private in the Foreign Legion, stated to be liable to execution on a charge of attempted desertion.

[THROUGH REUTER'S AGENCY.]

A SERIOUS CASE.

PARIS, June 8th.

The case of Doty, *alias* Gilbert Clare, is particularly serious, according to the *Matin* which says Doty is charged with inducing a number of comrades to desert with him in the course of operations against the Druses. The French Commander had sent an aeroplane to ascertain his whereabouts, and finally Doty put up a regular battle against his pursuers.

[REUTER'S AMERICAN SERVICE.]

AMERICAN SUICIDE.

MEXICO CITY, June 8th.

The brother of Claude Knight has informed the police that he is of the opinion that Claude committed suicide owing to financial troubles, and was endeavouring to conceal his identity in going to Guadalupe and signing a request for a rapid burial in the name of Claude Jones.

HOME CRICKET.

YORKSHIRE COLLAPSE BEFORE AUSTRALIANS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 7th.

Punished severely by Yorkshire's opening batsmen, C. V. Grimmett, the Australian googley bowler, with Arthur Richardson at the other end, brought about an astonishing collapse after the score had been carried from 65 for one on Saturday, to 105 for 1, and Yorkshire were all out for 155.

Twelve thousand spectators watched the debacle in fine weather. The wicket was good, and Grimmett emerged from the innings with wickets at a cost of 87 runs, whilst Richardson's three victims cost 31 runs.

Going in a second time, the visitors made 177 for three wickets, the leading scorer being T. J. E. Andrews, who contributed 78.

The Australians were all out in their first innings for 177.

THE TEST TRIAL.

HOBBS STOUT DEFENCE.

With three wickets down and only 38 runs on the board, England continued their first innings against The Rest at Lord's to-day before a crowd of ten thousand. Hobbs alone put up any sort of resistance to the variety of the Rest bowling and he was at the wickets for 190 minutes, scoring 85, including six 4's.

England were all out for 250, gaining a lead of 39 on the first innings. Larwood (Notts) took three wickets for 57 runs, Durston (Middlesex) took 2 for 73, F. W. C. Jupp (Northants) 2 for 40, and P. G. H. Fender (Surrey) had two victims at a cost of 32 runs.

Batting a second time the Rest had made 102 for the loss of one wicket when stumps were drawn.

TEST TEAM.

The English Test Team has been appointed as follows:—Carr, Chapman, Hobbs, Strudwick, Woolley, Hendren, Hearne, Roy Kilner, Tate, Root, Sutcliffe (if fit) otherwise Holmes. The twelfth man is Sandham.

SURREY *v.* GLAMORGAN.

In their match against Glamorgan, Surrey scored 331 (Cook, 74, Daily, 91). Ryan took five wickets for 20, and Clay four for 40. Glamorgan replied with 380 (Gemmill, 51; Hills, 52; D. Davies, 73; Clay, 61). Fenley took five wickets for 103.

ESSEX V. DERBY.

In their match against Essex Derby scored 154, Hipkin taking four wickets for 46, and Palmer 5 for 31. Essex scored 402 for 9 wickets, and declared (Freeman, 172 (not out) Russell 80, Nicholas 62). Jackson took five wickets for 84.

[REUTER'S AMERICAN SERVICE.]

STATE SHIPS.

AMERICAN SUPREME COURT'S IMPORTANT RULING.

WASHINGTON, June 7th.

The Supreme Court has declared immune from the American Admiralty law merchant ships owned by foreign Governments employed in the carriage of merchandise.

This ruling is a victory for Italy, whose Ambassador claimed immunity for the steamer *Pesaro*, which was involved in a suit for damages.

OBITUARY.

MR. JOHN DIEDRICH SPRECKELS.

SANTIAGO, June 8th.

The death is announced of Mr. John Diedrich Spreckels.

[Mr. J. D. Spreckels, who was 73 years old, was head of the well-known shipping and commission merchants, J. D. Spreckels and Bros. Co., was President of the Oceanic Stamship Co. (mail and passenger line to Haiwaii), Western Sugar Refining Co. and numerous other American companies.]

UNIONS INVOLVED IN THE GENERAL STRIKE.

T.U.C.'S CONTROL OF 4,440,000 WORKERS.

Of the 205 unions affected by the general strike in Great Britain the following are those with memberships of over 10,000. These figures do not represent the actual number of workers in the industry, but are only of those belonging to particular societies. The smaller unions, which are not included, are in many cases also connected with the industries shown, and their aggregate membership is more than 2,000,000. With the 850,000 members of the Miners' Federation the total number of operatives now under the direction of the General Council of the T.U.C. is 4,440,000.

Assurance workers	10,000
Blast-furnacemen	18,500
Boilermakers	60,450
Boot and shoe operatives	68,120
Brass and metal mechanics	14,700
Civil Service (clerical)	15,337
London Society of Compositors	12,120
Distributive and allied workers	70,000
Dyers, bleachers, etc.	12,000
Electrical trades	15,000
Engineering	132,760
Enginemen, boilermen, etc.	20,000
House and ship painters	30,000
Iron, steel, and kindred trades	76,200
Locomotive engineers and firemen	23,200
Municipal employees	40,000
Patternmakers	10,120
Plasterers	10,220
Post Office engineers	16,510
Post Office workers	18,000
Printers and assistants	17,620
Railway clerks	60,000
Railwaymen (N.U.R.)	299,300
Sailors and firemen	20,960
Sheet-metal workers	12,000
Ship constructors	25,000
Shop assistants, warehousemen, and clerks	33,780
Tailors and garment workers	30,000
Textile factory workers	298,330
Textile workers (National Union)	60,000
Transport and general workers	150,000
Typographical	23,330
Vehicle builders	20,360
Woodworkers	85,000
Workers' Union	64,000
General and municipal workers	201,366

THE VATICAN AND FASCISM.

DIVERSE VIEWS OF ROME'S DESTINY.

Fascist Ministers, even when most anxious to be polite to the Papacy, are not always happy in their historical references, and the recent celebrations of the birthday of Rome have given occasion for some pertinent remarks in the Vatican organ. Fascist glorification of pagan Rome and the definition of the Papacy given by Senator Corradini in his speech on the Capitol as "creatura ed erede di Roma" are resented, it being pointed out that Peter rises triumphant over Caesar; and the Church naturally insists upon the essential spirituality of the Eternal City.

"The prisoner of the Vatican," who expresses Papal policy in the only free newspaper left in Italy watches the course of events with the quiet patience of one not subject to the varying fortunes of terrestial governments, and accepts all the good things for the Church which may come Liberals or Fascists without lowering his flag. So many welcome offerings have been made by the present Government, rendering relations between Church and State unusually cordial, that many people feel, not unnaturally, that Signor Mussolini is destined to solve the vexed "Roman Question." But every time that the historic moment seems to draw near a blast of cold air issues from the Vatican in one form or another, and always carrying the same message—"The Roman Question is very much alive."

The latest reminder of this irk-some actuality is to be found on page 29 of the "Annuario Pontificio" for 1926, which is the Church's "Who's Who," published at the Vatican polyglot printing press. Hitherto the reigning Pope has been described as "successor of the Prince of the Apostles, High Pontiff of the West, Primate of Italy, Archbishop and Metropolitan of the Province of Rome." This year we are reminded that the Pope is "Sovereign of the temporal dominions of the Holy Roman Church Gloriously Reigning," the last two words being printed in large type.

Perhaps an answer to the seeming riddle of Vatican diplomacy is that fundamentally the "Roman Question" has been solved for many years, ever since anti-clericalism died a natural death. Pope Pius X. realized the new atmosphere and the better relations existing between Church and State when, just before the war, he raised the veto from Catholics voting, thus enabling them to form political parties and not assist in parliamentary work merely as individuals. That the Roman question can be officially buried with magnificent funeral orations, as Fascism desires, is extremely unlikely. In spite of occasional auspicious signs, because a formal reconciliation with Italy would impair the Olympian attitude and universal character of the Papacy, bringing infinite, and often unforeseen, complications. As Professor Salvemini once remarked, "If the Papacy won Italy, it might lose the world."

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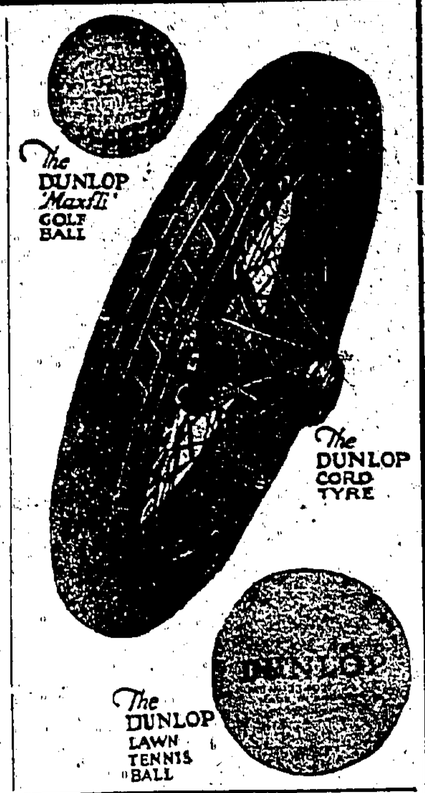
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[A.P.B.]

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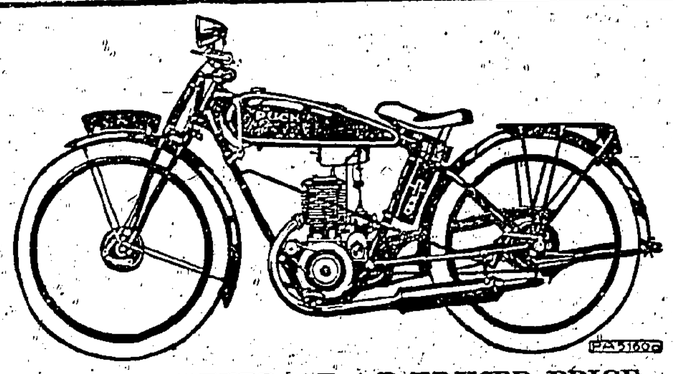
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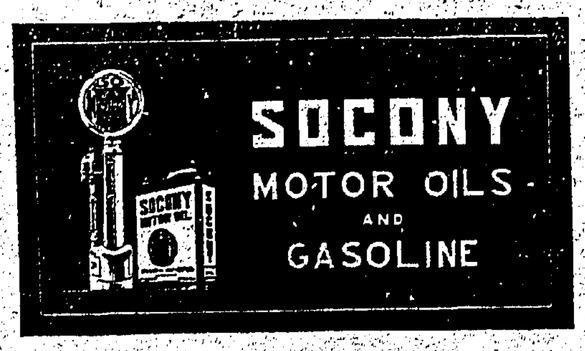
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[A.P.B.]

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Motoring Notes: A Weekly Review dealing with matters of interest to all local motorists.—The Saloon and The Open Touring Car—Tropical Demands.

[BY AN OWNER-DRIVER.]

A Hongkong motorist who recently visited Manila relates that all of the cars in that city are fitted with saloon or limousine bodies.

There can be no doubt that, all over the world, the permanently closed-in car is growing more and more popular.

The ladies usually prefer it. They sometimes have difficulty in preserving the neat appearance (which means so much to them) if they are in a wind-swept open tourer.

A MATTER OF TASTE.

It is, of course, all a matter of taste. Many people in this Colony who use open touring cars keep the hood down in brilliant summer sunshine.

Others, during the summer, keep the hood up as a protection against the sun, but towards evening the hood is put down.

Any covering over the car tends to obscure the scenery. That does not matter very much in a town but in the country it is most certainly a drawback, unless the motorist is not interested in scenery.

The saloon and limousine body first made its appearance as a result of the demands made by ladies who wished to attend evening parties. It was more expensive to fit on to the chassis than the ordinary touring body, but those who can afford evening parties can usually afford to pay a little extra for increased comfort.

THE TROPICAL SUN.

It must be admitted that the hood usually fitted to a touring car is rather a nuisance. There have been improvements in the design recently but that does not mean that there is no room for further improvements.

No doubt the reason for the popularity of the closed in car in Manila is because of the tropical sun. The fashion may be changing in Singapore and Penang but three or four years ago there were a large number of open touring cars to be seen in both centres.

In Great Britain the closed in car is becoming more popular because of the inclement weather which seems to prevail at all times of the year in Great Britain. It is certainly a nuisance to have to put up a hood and side certains in the midst of a sudden shower.

AN OPPORTUNITY.

There is most certainly a great opportunity for an ingenious inventor to produce some form of hood that can be raised or lowered by the driver while he remains in the driver's seat.

Purchasers of cars would pay a few pounds extra, gladly, for such a convenience.

Imagine the driver pressing a button and so starting up an electric motor which winds the hood up or down!

There was an English firm that raised our hopes three or four years ago. A metal (probably aluminum) arrangement slid up or down to form a part of the hood.

When the car was used as an open tourer the covering slid behind the back seat into a sort of huge pocket provided for it in the rear part of the bodywork.

The device does not seem to have been very successful, however, or we should see it in use to-day.

THE TAXIS.

In some ways the arrangement employed by the designers of taxi-cabs seems to be the most sensible. There is a sort of permanent frame work to which the collapsible hood is secured when it is "up." The great advantage is that it is comparatively speaking easy to put the hood up or down.

The device is not popular with private car owners, possibly because they think that it makes the private car look too much like a public vehicle.

One of the great disadvantages of the closed in body is the extra weight. Although there have been great efforts to reduce the weight of the limousine body, and although there has been considerable success, yet the fact remains that there is still a great deal of extra weight in closed in cars. That means, in its turn, a stiffer chassis. In the end it costs more for petrol and tyres.

Some of the makers market closed-in bodies at almost the same price as the open tourers. It is remarkable that they can afford to do so.

THE SIDE CURTAINS.

Many motorists find that the most annoying thing about the open touring car is the difficulty which meets them when they want to put up the side curtains.

It is now-a-days fairly easy for one man to raise or lower the hood, but it is rather a fiddling sort of job to fasten up the side curtains.

It may be argued that motorists demand too much of the makers. On the other hand it is just possible that the makers have concentrated all of their attention on the mechanism of the car, and have not given sufficient attention to the other fittings.

The big cars can easily carry bathing baskets and golf clubs. The small cars need special fittings. It is true that there is usually a luggage grid provided at the back of the car and baskets can be placed there.

Golf clubs scratch the paint work of the car. When the hood is down they can, with some cars, be placed in the hood. It may be as well to resign oneself to entrance to the car on one side only. In that case the golf clubs can be placed in a rack on one of the running boards.

It is sometimes said that makers do not provide sufficient arrangements for the cooling water in the tropics. There have been cases of fully loaded small cars in Hongkong getting into difficulties because the water in the radiator has boiled. It is, however, not a very common trouble.

Usually the radiator volume is ample. Of course the fan should be watched so as to obtain the full benefit of it.

THE CAR AND LOCAL PICNICS.

In the "good old days" bathing picnics in Hongkong always meant launch picnics. Now-a-days people prefer the more comfortable method of the motor and the matshed.

The majority of people enjoy the drive out, and the drive home again, quite as much, if not more, than the actual bathing.

There are few more delightful pleasures to be had in Hongkong than the run home from Repulse Bay to Hongkong *viâ* the Jubilee Road at about sunset time.

If you have, also that happily tired feeling which a swim produces, and the contentment which follows a tea taken with an appetite which a bathe usually creates, then you appreciate indeed the easy running of the modern car and compare it favourably with all the discomforts of a steam launch.

THE SURVIVALS.

The Jubilee Road has been greatly improved during the last year. It was originally built (so say the local gossips) with some of the money raised in Hongkong to celebrate the jubilee of Queen Victoria.

It was not built with any idea of motor traffic. It was for carriages or horsemen. In those days riding was a popular pastime in this Colony. Except in connection with the races, the Fanling "hunt" and the Mounted Infantry Section of the Volunteers, the pastime has almost disappeared.

It may be mentioned, however, that H.E. Sir Cecil Clementi and Lady Clementi are sometimes to be seen riding. On Saturday last their car was waiting at the Wongneicheong Gap and it was generally surmised that they wanted to avoid the inconvenience of riding on a horse through traffic.

THE SUNSETS.

The Jubilee Road was not used very much until motors were introduced into the Colony. It skirts round the Western and the North-Western part of the island. It is well wooded. It reveals some splendid building sites which are used by the Dairy Farm for cowsheds and other purposes.

What it also reveals are the glories of the Hongkong sunsets. There are few more gorgeous sights in all the world than those which may be seen any fine evening as you noiselessly glide in a car along the Jubilee Road.

Away to your left you catch a glimpse of the junks, with their picturesque sails, moving across the sea-scape. The hills on the island are coloured as only a tropical sunset can colour hills. You recline in the comfortable seat of your well-sprung car and, if you in any way are able to appreciate the beautiful, you are too happy to talk.

THE WIDER ROAD.

In many places the Jubilee Road has been widened. A number of awkward bends have been straightened out. There are still a few, however, that need the attention of our local road-makers. It is probable that further improvements will be made.

The road passing by Felix Villas enables you to avoid all of the traffic through the Restaurant quarter. But everyone should drive through that part of Hongkong once at least, for unless you have seen West Point lit up at night you have not seen anything of the gay life of the Chinese.

It takes some time, however, for a car to thread its way through the intricacies of the West Point maze, and so you may take a short cut up on to the Pokfulam Road if you wish to avoid West Point.

You must drive along Caine Road if you take the upper road. There you will see all of the opportunities that were missed by the ex-Directors of Public Works, Messrs. Chatham and Perkins. They allowed houses to be rebuilt on the old sites along Caine Road although many local residents pointed out to them that a great increase in motor-traffic was inevitable.

Neither of those gentlemen was much interested in motor-cars in those days, although there are stories of how the venerable Mr. Chatham almost lives in a motor-car in England.

A GREAT NEED.

Something should be done by the unofficial members of the Legislative Council to ensure that, in future, no opportunity is lost to widen the narrow traffic arteries such as Caine Road.

A few feet of the grounds of Government House should be sacrificed so as to widen the road which skirts it.

There is a dreadful hair-pin bend on the road between Government House and the Colonial Secretary's office and it should be made less dangerous as quickly as possible. It isn't very much to ask—just a few feet off the grounds that surround Government House. Everyone knows that His Excellency would gladly agree to such a plan if his technical advisers were to recommend it.

TWO-SEATER TAXIS.

New cars are appearing on the streets in England at the rate of about four thousand a week, so that the 500 two-seater taxi-cabs that are supposed to appear this year will be an almost negligible portion of motor traffic.

The experience gained with them, however, will be valuable. It is doubtful if two-seater taxis would be popular in Hongkong, especially with Chinese clients.

It is simply amazing that so many people can be carried in one taxi as can often be seen in this Colony. When we remember that usually the taxi has to climb a hill we cannot help feeling that the Chinese clients who crowd in get a very cheap ride if it is worked out on the man-mile basis.

Two-seater taxis might be popular for running about in town. They may, in time, cause the ricksha to disappear.

It is inevitable that, in time, the man-pulled ricksha will be replaced entirely by the petrol driven vehicle. The ricksha coolie will be much better off when he is transformed into a chauffeur.

PRICE CUTS.

It is always good news to the local motorist to hear of any reduction in prices of cars.

As the methods of production improve, and as experience in manufacturing work connected with cars increases it is inevitable that prices will fall unless, of course, wages rapidly increase.

British car vendors realise that they have a hard task in competing with the mass-production of American cars.

However, the English Rover company have announced big reductions in the price of the 14/45 horse-power car. It has overhead valves and four wheel brakes together with the firm's reputation for sound and reliable work.

Incidentally it may be mentioned that the first safety bicycles were called "Rovers" because they were produced by the Coventry firm of that name. In Coventry is a Statue to the inventor of the safety bicycle and the founder of the Rover firm.

NO EXTRAS.

The new price for the five-seat tourer is £485, while the Weyman saloon is £585. The coach built saloon is £685. Thus there is a reduction of £75 in each case.

It is stated on most reliable and independent authority that the briefest wearing parts are capable of doing at least 50,000 miles of service and it will be of interest to discover how many hundreds of thousands of miles a modern medium grade car will run without any expensive replacements. A point to be noted with the cars that are now being sold at round about £500 is that it is unnecessary to spend a cent on extras as they are fully equipped with all the latest accessories.

It is something of a triumph that cars at such a price will run 50,000 miles—say for five years—without any replacements. Of course, unfair handling will damage any car. The absolutely foolproof mechanism is not to be seen on the road.

A PIONEER'S PROMOTION.

The directors of the company manufacturing the famous Rolls-Royce car have appointed Mr. Basil Johnston as managing-director.

An engineer by training Mr. Johnson has had experience of work outside of Great Britain. He has crossed the equator on thirty-two occasions. During the Great War he served in the Royal Naval Air Force.

In 1896 Mr. Basil Johnson became the superintendent of the first car exhibition organised in England by his late brother, Mr. Claude Johnson.

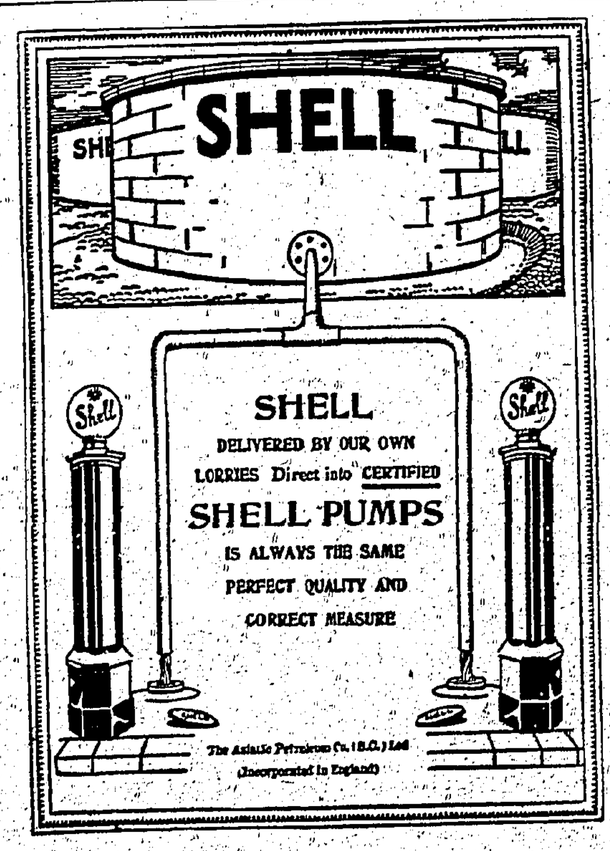
It would be of some interest to know whether the new managing-director of the Rolls-Royce concern has ever been in Hongkong. He has travelled all over the world, including India, Russia, Brazil, Argentina, etc.

So far as is known to the writer there are only two Rolls-Royce cars in Hongkong. The name is associated with affluence, but it is also synonymous with good workmanship.

The founders of the firm were remarkably clever men who aimed at producing a thoroughly reliable machine.

They accomplished that chiefly because of their infinite capacity for taking pains.

In motor-car work that means a very great deal. People who can afford it will pay a big price for reliability.



CONSIGNEE NOTICES.

S.S. "PORTHOS."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 7 A.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 14th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Thursday, the 17th instant, or they will not be recognized.

All damaged Packages will be examined on Monday, the 14th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE,
Agent

Hongkong, 8th June, 1926. [3656

NOTICE TO CONSIGNEES.

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FROM NEW YORK via MANILA.

CONSIGNEES per Company's Steamer "CYCLOPS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 7th June.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 14th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th June, 1926. [3652

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel

"JAVANESE PRINCE"

having arrived from the above Port on 5th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 11th instant at 10 a.m.

All Claims must be presented within fifteen days of the vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Saturday, 12th inst., will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNESS (FAR EAST), LTD.,
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Telephone No. 3165.

Hongkong, 5th June, 1926. [3649

PASSENGERS.

ARRIVALS.

Per s.s. *President Jackson*, on May 8th, from Manila:—Major L. J. Ahern, Mr. F. R. Carlin, Mrs. V. McC. Church, *en route* to Seattle on a pleasure trip; Mrs. A. M. Horder, Lieut. and Mrs. F. P. Kenny, Miss Mary A. Kief, Capt. and Mrs. R. B. Lovett, Miss Marion McDonald, Mrs. F. R. Montrose, Mr. Wm. H. Pinckard, Miss L. Roburds, Mr. G. C. Schweitzer, Mr. and Mrs. C. M. Simmons, Mr. Frederick Y. Smith of the Admiral Oriental Line in Manila, Mrs. Madelin Valentini, Mr. and Mrs. R. E. Wright. Among the passengers in transit were:—For Shanghai: Lieut.-Comdr. and Mrs. Jesse W. Allen and Miss A. C. Allen, Mr. N. Bloch, Mr. E. J. Cassé, Mr. W. R. Cothran, Ensign and Mrs. Joe T. Davies, Mr. M. H. Dodge, Major R. L. Foster, Mr. and Mrs. Jacques Levy, Mr. Geo. Luibl; For Yokohama: Mr. George J. Pollard and Mrs. C. W. Rosenstock; For Seattle: Rev. Francis J. Boeres, Mr. J. W. Bruce, Rev. Jacob Fluckinger, Mr. and Mrs. George M. Ivory, Miss Eelen M. Ivory, Lieut. R. S. McDowell, Mrs. Marie Northcutt, Mr. J. Hughes Roberts, Miss M. Suman, Miss S. Whelpton, and Mrs. Chester D. Wooten.

DEPARTURES.

Per s.s. *Porthos*, for Shanghai, on June 8th:—Mr. A. N. Spencer, Mr. H. Seth, Mrs. Paterson and child, and Mr. C. E. de Souza.

Per s.s. *D'Artagnan*, on June 8th, for Melbourne *vid* Ports:—Miss R. da Cruz, Miss C. da Cruz, Miss M. da Cruz, Mrs. S. Botelho, Mr. Enok, Mr. G. Stockdale, Mr. Blez, Mr. and Mrs. C. Tessier, Miss S. Tessier, Mrs. Valentini, Miss Freifa Hoege, Mr. and Mrs. Nascimenti, Mrs. M. de C. Pinheiro, Mrs. Sarraut, Mr. and Mrs. Antonio, Mr. J. Filipo, Mr. Hermenegildo, Mr. J. Jones, Mr. Geren, Mr. A. Paulinier, Mr. L. Colobert, Mr. V. Varredouro, Mr. J. J. dos Santos, Mr. N. Simoes, Mr. H. Dufour, Mr. J. Pernod, Mr. J. Madec, Mr. F. Nicolas, Mr. L. Duperou, Mr. R. Saudieux, Mr. L. Vigouroux, and Mr. A. Schlesser.

HUMOURS OF GOALKEEPING.

FUNNY STORIES OF FAMOUS CUSTODIANS.

It has often been said that no man can be a good goalkeeper who is not a wee bit "queer" in the head, in other words, that "a' guid goalkeepers are daft." While not exactly prepared to go the length of endorsing that view, writes James H. Young to the Scotsman, I believe that from the very nature of their work goalkeepers develop a keenness, a sharpness, a nimbleness of intellect, which people who don't know any better put down to what they call "daftness."

Nobody, for instance would dream of applying the appellation "daft" to such a clever "goalwatcher" as "Jock" Ewart, yet every football enthusiast knows that the Airdrie goalkeeper is one of the funniest footballers in the game. "Jock's" mannerisms, unorthodox methods, and amusing antics when "watching" his charge are a continual source of merriment to the spectators. Time and again onlookers have declared "It was as good as a pantomime to watch Jock Ewart in goal!" Why, quite recently, from a public platform a certain well-known sporting cleric confessed that "he had as much fun watching Jock Ewart as ever he had listening to Harry Lauder."

OUTSTANDING PERSONALITIES.

As a matter of fact, the "good old game" has always had its outstanding personalities guarding the uprights—goalkeepers whose funniosities rarely let their side down, and whose comic by-play and unusual gymnastic feats did much to relieve the high tension and excitement of many a hard-fought contest.

It doesn't require a tax on one's memory to recall some of the amusing episodes associated with the name of one of the most comical of custodians—the one and only Rab M'Farlane. Rab was nothing if not entertaining. As is common knowledge, Rab was a man of many clubs—Greenock Morton, Celtic, Third Lanark, Aberdeen, and Grimsby all claiming him at one time or other.

Probably the best story about the genial Rab was when he was sporting Aberdeen's colours, and the Granite City club were playing Celtic at Parkhead. The redoubtable Jimmy Quinn was then in the hey-day of his glory, and had dashed in like a prairie bull to score one of his terrific goals. Rab made no effort to get at the ball, but rather jumped aside when he saw the crack centre-forward coming at him full speed. After the match one of the Aberdeen directors asked M'Farlane "Why he lost Quinn's goal." Rab's reply was instantaneous and characteristic, "Look here, Mr. D——, far rather lose a goal than a goalkeeper any day!"

THE ELUSIVE GOALIE.

The great Macaulay, one of the most famous goalkeepers that ever held the fort for Scotland, was once the hero of a somewhat similar experience—but the celebrated "Son of the Rock" was equal to the occasion!

Macaulay was one of a scratch team, composed of Queen's Park, Vale of Leven, and Dumbarton players, who journeyed to Broxburn to play a picked eleven for the benefit of some local institution. During the game the local forwards were flabbergasted by the cool manner in which Macaulay saved his charge. So, when half-time arrived with the country team two goals down, the Broxburn captain told his forwards to "charge the beggar as soon as they shot at goal."

The game had not been resumed five minutes before the Broxburn centre-forward shot at Macaulay, and obeying instructions, the whole front rank rushed wildly at him, but they reckoned without their host, for Macaulay nimbly tipped the ball over the bar, and, catching hold of the crossbar, swung himself clear of the onrushing forwards. The bar, however, under his weight collapsed, to the astonishment of the locals, who looked on the feat as miraculous.

SUSPENDED BY THE TOES.

Jack Lyall, who used to keep goal for Dundee, once unwillingly figured in an incident which caused an unforgettable roar of laughter. Lyall was then playing for Sheffield Wednesday, and on the occasion referred to Sunderland were the visitors at the ground of the "Cutlers." All through the game had been fast and exciting, reaching its climax when Lyall was charged by two hefty Sunderland forwards just as he jumped to stop a stinging shot. The surprised goalkeeper turned a complete somersault—and remained in the air, hanging head downwards, being suspended by his feet, which had become entangled with the top of the net!!

That, too, was an amusing interlude the other Saturday at Firhill between Ramsay, Partick Thistle's goalkeeper, and M'Donald, the Queen's Park centre forward. It was an apt illustration of "He who laughs last, &c."

After M'Donald had been drawn up for off-side the Thistle goalkeeper jokingly kicked the ball into the net himself, apparently to let the Queen's centre see what might have been. However, M'Donald had the last and best laugh when, a few minutes later, he landed the ball precisely where he had been shown, incidentally depriving Ramsay's team of a possible victory.

This is the sort of thing which, of course, makes the partisan remind the player that "he is not paid to be funny."

(*Continued on next Column*).

HONGKONG TENNIS LEAGUE.

HANDICAP FINALS TO-DAY.

OPEN SINGLES TO-MORROW.

Commencing at 4.30 to-day the Finals of the Mixed Doubles and of the Handicap Singles "A" will be played at the H.K.C.C. ground:—

MIXED DOUBLES.—E. Grimble and Mrs. Grimble (owe 3/3) *v.* O. C. Womack and Mrs. E. R. Childe (owe 1/3).

HANDICAP SINGLES "A."—Major W. B. Stevenson (owe 2/3) *v.* S. E. Green (owe 15.3).

The final of the Open Singles between T. Honda and S. A. Rumjahn will be played to-morrow (Thursday) commencing at 4.15 p.m.

BILLIARDS.

PALACE HOTEL HANDICAP.

Playing in fine form, W. Fish (owe 250) easily accounted for Corpl. Tilbey (owe 200) by 250 points to 69 last night. The winner compiled the following breaks: 15, 37, 27, 15 (4 times) and 16.

In a game earlier in the evening G. Blain (scr.) defeated E. R. Hyndman (owe 30) by 20 points; 250—230.

TO-DAY'S MATCHES.

J. W. Lee (owe 30) *v.* F. E. Silva (owe 200).

J. W. Henderson (scr.) *v.* H. Gray (owe 200).

GOLF.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP.

The result of the play in the Captain's Cup Competition at Fanling on June 5th-7th was as follows:—

A Leach	89—11	=78
D. S. Edward	90—12	=78

Tie and will play off.

Other scores:—

C. C. Stark	85— 6	=79
T. S. Whyte-Smith	92—12	=80
W. Lang	93—12	=81

VOLLEY BALL.

LEAGUE GAMES.

The volley ball league games in Hongkong are attracting a large number of Chinese students, and yesterday the grounds of Queen's College and the Chinese Y.M.C.A. were crowded with boys watching the matches.

At Queen's College ground, the Y.M.C.A. Hostel defeated St. Paul's College by 2 to 1; and at the Y.M.C.A. ground, the Saiyingpun School won their game against Queen's College by 3 to none.

The Queen's College team had the reputation of being very fast, but it did not come up to expectations yesterday.

This season there are five teams in the senior league, the Ying Wa, Saiyingpun, Queen's College, St. Paul's College, and the Y.M.C.A. Students Hostel.

The Ying Wa College seniors defeated Queen's College on Monday.

LETTING THE TEAM DOWN.

A goalkeeper may, however, let his team down without intending to be in any way funny. A story, for instance, is told of a famous goalkeeper who started his career with a swelled head. The captain of the team apparently got "fed up" with him, and one day after the goalkeeper had let a very soft shot score, the skipper went up to him and said quietly:—"The directors are going to make a presentation to you after the match is over." The goalkeeper looked at him incredulously. "Yes," the captain added softly, "they have bought you a new apron to wear. You might stop 'em from going through your legs then." The hint was not lost.

Ayr United have a parson "goalie" on their staff, who was recently recounting to an audience some of the trials and tribulations of the man who is out at one and the same time to save souls and goals. He was sometimes more comfortable, he said, in shorts and jersey than in a dog collar, and it was easier being between the goal posts than in a pulpit.

On one occasion, he said, when a ball beat him a disgusted net-boy shouted to him, "Hey, meenister, awa' back to yer pulpit!"

"HALF THE TEAM."

Controversy over the merits and demerits of a player frequently waxes fast and furious among football fans, and goalkeepers probably get more than their fair share of the criticisms, complimentary and otherwise, common to most crowds. At the last match between Tottenham Hotspur and The Arsenal, at White Hart Lane, Willie Harper, the latter's famous custodian, was the subject of a spicy bit of dialogue.

As most will recall, the game ended in a draw.

In the early stages the "Spurs" were doing most of the pressing, and their supporters were quite elated when eventually the ball was netted at Harper's end. Encouraged by this success the Tottenham forwards continued to press, and many hot shots were fired into Harper, all of which, however, he handled in masterly fashion.

Towards the end of the first half a Tottenham supporter remarked—"We would have been at least three goals up by now if it wasn't for Harper."

"He's one of the team, ain't he?" retorted an Arsenal follower.

"I think he's half your blinking team!" was the crushing reply.

INTERPORT SHOOT.

SINGAPORE'S SCORE.

The detailed scores of the Singapore team in the recent interport shoot, fired on May 29th, were as under:—

Sergt. C. A. de Souza	90
Bishop of Singapore	89
Lieut. E. B. McCall	89
Pte. V. Jacobs	87
C.S.M. Webb	84
Lce.-Corpl. Abdul Kadir	81
Pte. E. Galistan	80
Sergt. Lee Kiah Wah	79
Pte. H. M. Evans	77
Another	81
	837

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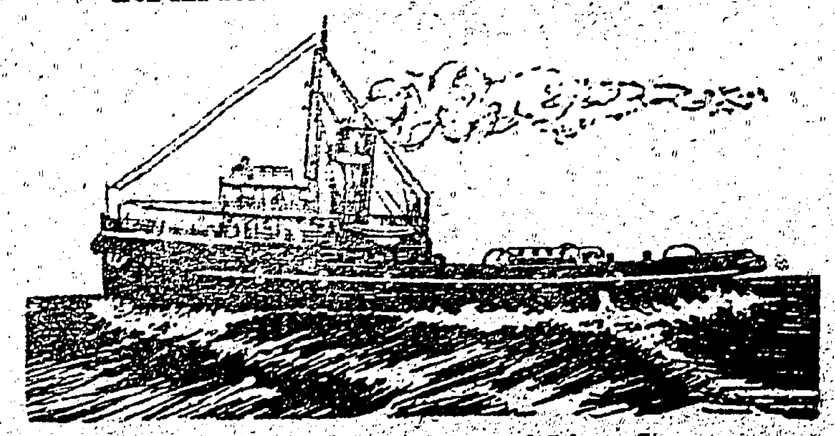
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SHIPPING NEWS.

ARRIVALS.

June 7th.

Bearport, American str., 3,729 tons, Capt. V. D. Trout, from Ataria and Shanghai, the latter port she left on June 5th, with general cargo and flour, lying at buoy No. A24.—Columbia Pacific S.S. Co.

Fooshing, British str., 1,423 tons, Capt. W. Field Hook, from Tsingtau, Shanghai and Foochow, the last mentioned port she left on June 5th, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with a cargo of vegetables, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

Van Cloon, Dutch str., 2,862 tons, Capt. H. G. Blits, from Amoy, with a general cargo, lying at buoy No. A28.—J.C.J.L.

June 8th.

D'Artagnan, French str., 9,526 tons, Capt. Desirat, from Yokohama, which port she left on May 30th, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes Co.

Kwangtung, British str., 1,570 tons, Capt. R. T. Stephens, from Bangkok and Kohsichang, with a general cargo, lying at buoy No. B11.—B. & S.

Ming Sang, British str., 969 tons, Capt. P. R. Gay Cunning, from Haiphong, with a general cargo, lying at buoy No. C33.—Jardine, Matheson & Co.

Porthos, French str., 7,520 tons, Capt. Malaussena, from Marseilles and Saigon, the latter port she left on June 5th, with a general cargo, lying at buoy No. A1.—Messageries Maritimes Co.

President Jackson, American str., 8,377 tons, Capt. John Griffith, from Manila, which port she left on June 6th, with a general cargo, lying at Kowloon Wharf.—Admiral Oriental Line.

Song Bo, French str., 780 tons, Capt. J. Bonnamour, from Haiphong and Fort Bayard, with a general cargo, lying at buoy No. C33.—Messageries Maritimes Co.

Tak Hing, Chinese str., 178 tons, Capt. Lo Shan, from Nam Tau, with a cargo of vegetables, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

CLEARANCES.

June 8th.

D'Artagnan, for Saigon.
De Jongh, for Tobobli.
Haicheng, for Amoy.
Hydrangea, for Kwang Chow Wan.
Jade, for Kwang Chow Wan.
Porthos, for Shanghai.
Sui Yik, for Sha U Chung.
Tai Sze Ma, for Kwang Chow Wan.
Tak Hing, for Hauhoi.
Teli, for Amoy.
Tokushima Maru, for Singapore.
Tonjer, for Kobao.
Tysla, for Shanghai.

SHIPPING NOTES.

A notice to mariners, issued by the Commissioner of Customs at Tientsin, under date of May 22nd, states that work is about to be commenced on dyke construction along the line of the New Taku Bar Channel. The work will be confined to the South Flat and when conditions permit, night work will be undertaken, necessitating the use of powerful lights. These will be adequately screened so as not to embarrass navigators. Mariners are warned to use caution when approaching and passing the vicinity of the operations.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 1,499, of which the s.s. *Van Cloon* (Dutch) carried 830 from Swatow and Amoy; the s.s. *Hydrangea* (British) 372 from Kwang Chow Wan; and the s.s. *Ming Sang* (British) 217 from Haiphong.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., a passenger boat-master was fined $5, with the alternative of five days' hard labour, for carrying five passengers in excess of the number allowed by his licence.

At the same Court, the master of a trading junk was charged with failing to report his arrival at Tai O Harbour Master's Office. He pleaded guilty, and was fined $10, or ten days' hard labour in default. (This case concerned the junk that was mentioned in proceedings at the Marine Court on Monday. The man then charged proved that he was not the master of the junk, but was on board simply in connection with the cargo).

Mr. H. Anderson, Harbour Master of Lappa, near Macao, and his wife have been on a visit to Hongkong. Mr. Anderson, who has been in the service of the Chinese Maritime Customs for the

(*Continued on next Column*).

HONGKONG SHIPPING.

Yesterday's shipping statement showed a considerable drop in the number of vessels arriving, there being 12 less than on the previous day. Consequently there was a heavy decrease in the cargo for this port, and in that for ports beyond. The decrease in freight carried by British steamers, was particularly noticeable. Two British vessels arrived and both had small cargoes. There was a total decrease of 28,088 tons of cargo, compared with the figures for the previous 24 hours. Hongkong cargo was gone down by 15,332 tons and freight for other ports by 13,656 tons.

At 9 a.m. yesterday there were 56 vessels in the harbour, of which 24 were British. The vessels arriving during the previous twenty-four hours numbered eight, *viz.*—two British, three American, one Dutch and two Chinese. The departures over the same period came to thirteen, *viz.*—Two British and one Japanese for Singapore, one British for Amoy, two Chinese for Kwang Chow Wan, one Japanese for Moji, one Russian and one Italian for Shanghai, one Chinese for Sha U Chung, one British for Vancouver, one Chinese for Hanhoi and one American for Manila. Clearances numbered two, being one Japanese for Tsingtau and one British for Haiphong.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).

For Hongkong	4,331 tons.
For ports beyond	6,215 ,,
Total	10,546 ,,

(During the previous 24 hours ended at 9 a.m. on Monday).

For Hongkong	19,663 tons.
For ports beyond	19,871 ,,
Total	39,534 ,,

Of the cargo for Hongkong, 1,324 tons was brought in British vessels, one steamer having 1,171 tons. The remaining 3,007 tons were in vessels of other nationalities, with 1,000 tons the largest amount carried. There were only two entries of freight for other ports, these being 4,415 tons and 1,800 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Hydrangea (British) from Kwang Chow Wan with 153 tons of general cargo;
Ming Sang (British) from Haiphong with 1,171 tons of general cargo and mail;
President Garfield (American) from New York and Shanghai with 862 tons of general cargo, mail and 4,415 tons for ports beyond;
Bearport (American) from Astoria and Shanghai with 1,000 ton of flour and general cargo and 1,800 tons of similar cargo for ports beyond;
President Jackson (American) from Manila with 242 tons of sugar, 33 tons of hemp and 108 tons of general cargo, mail and hemp, coconut oil and general cargo for Seattle;
Van Cloon (Dutch) from Swatow and Amoy with 412 tons of general cargo and mail;
Tak Hing (Chinese) from Nam Tau with two tons of vegetables and four piculs of fish;
Sui Yik (Chinese) from Sha U Chung with 10 tons of vegetables, etc.

Later arrivals yesterday, too late for inclusion in the above returns, were:—

D'Artagnan (French) from Yokohama and Shanghai with 771 tons of general cargo, mail and general cargo for ports beyond;
Fooshing (British) from Tsingtau and Foochow with 630 tons of general cargo and mail;
Song Bo (French) from Haiphong and Fort Bayard with 420 tons of general cargo and mail;
Kwangtung (British) from Bangkok and Kohsichang with 1,710 tons of general cargo and mail.

VESSELS EXPECTED.

Arafura (E. & A.), due to-day.
Benledi (Ben Line), due June 15th.
Changte (Australian-Oriental Line), due June 14th.
Empress of Asia (C.P.R.), due June 15th.
Karmala (P. & O.), due June 10th, about 6 a.m.

VESSELS IN DOCK.

The following vessels are in Dock:—
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BAKUYO MARU ... Tuesday, 17th July
GINYO MARU ... Wednesday, 25th Aug.

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KATORI MARU ... Saturday, 19th June
ATSUTA MARU ... Saturday, 3rd July

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AKI MARU ... Wednesday, 21st July

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TOYAMA MARU ... Sunday, 20th June

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
KAWACHI MARU ... Wednesday, 7th July

BOMBAY via Singapore, Penang & Colombo.
SADO MARU ... Thursday, 10th June
SYDNEY MARU ... Wednesday, 16th June

CALCUTTA via Singapore, Penang & Rangoon.
PENANG MARU ... Sunday, 20th June

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Saturday, 19th June

SHANGHAI, KOBE & YOKOHAMA.
MOJI MARU ... Thursday, 10th June
HAKANE MARU ... Monday, 14th June
HAKATA MARU ... Friday, 18th June
SUWA MARU ... Monday, 28th June

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PORTHOS ...A ...	7th May, 1926	8th June, 1926	6th July, ,,
ANDRE LEBON ...A ...	21st May, ,,	22nd June, ,,	20th July, ,,
PAUL LECAT ...A ...	4th June, ,,	6th July, ,,	3rd Aug., ,,
GENERAL METZINGER B	18th June, ,,	20th July, ,,	17th Aug., ,,
FONTAINEBLEAU... ...	2nd July, ,,	3rd Aug., ,,	31st Aug., ,,

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Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).
s.s. "YALOU" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st June.
Sailings subject to alteration without notice.

For full Particulars, apply to:— MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 3, Queen's Buildings.
CONSIGNATION—TRANSIT—REPRESENTATION. [3

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI	"FOOSHING"	Thursday,	10th June, at 7 a.m.
HAIPHONG	"MINGSANG"	Thursday,	10th June, at 10 a.m.
TIENTSIN	"CHEONGSHING"	Thursday,	10th June, at Noon.
STRAITS & CALCUTTA	"FOOKSANG"	Saturday,	12th June, at 3 p.m.
OSAKA via SHANGHAI, MOJI & KOBE	"KUTSANG"	Sunday,	13th June, at 7 a.m.
HAIPHONG	"LEESANG"	Sunday,	13th June, at 9 a.m.
SANDAKAN	"HINSANG"	Tuesday,	15th June, at 2 p.m.
TSINGTAU via SHANGHAI	"KWONGSANG"	Wednesday,	16th June, at Noon.
OSAKA via MOJI & KOBE	"YUNESANG"	Friday,	18th June, at 7 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Saturday,	19th June, at 3 p.m.
TIENTSIN	"CHIPSHING"	Wednesday,	23rd June, at 7 a.m.
TSINGTAU via SHANGHAI	"YATSHING"	Wednesday,	23rd June, at Noon.
KOBE via SHANGHAI & MOJI	"LAISANG"	Saturday,	26th June, at 7 a.m.

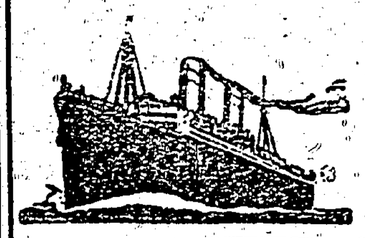
For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
Telephone: Central No. 215. [8

GLEN AND SHIRE
JOINT SERVICE OF STEAMERS.
U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. Vessel	Due Hongkong.	HOMEWARDS. Vessel.	Discharges	Leaves H'kong.
"CARNARVONSHIRE	13th June.	"CARNARVONSHIRE	... 20th July	London, Rotterdam & Hamburg via Oran.
"GLENSHIEL ...	19th ,,			
"PEMBROKESHIRE ...	11th July.			
"GLENIFFER"	2nd ,,			
"GLENOGLE"	5th Aug.			

Movements are subject to change without notice.
For Freight or further Particulars, please apply to—
JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.
Telephones: Central No. 215 sub-ex. 23, and Central 3696. [9

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN PASSENGER AND FREIGHT SERVICE.
Cabin class £73. 4s. 0d. } To GENOA.
Intermediate class £48. 2s. 0d. }

NEXT SAILINGS:

STEAMERS: *Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers.	Arrival at Hongkong and Sailings for: SHANGHAI and JAPAN.	Sailings from Hongkong to: GENOA, MARSEILLES, ROTTERDAM, HAMBURG, and BREMEN via Manila, Singapore, Belawan, Colombo and Port Said,
§S.S. "DESSAU" ...	—	11th June, 1926.
*"COBLENZ"	—	26th June, ,,
†"FRANKEN" ...	22nd June, 1926	—
*"FULDA" ...	15th July, ,,	22nd August, ,,
M.S. "KOENIGSBERG"	14th August, ,,	—
*"TRIER"	11th September, ,,	16th October, ,,
*"SAARBRUECKEN"	9th October ,,	13th November, ,,
*"COBLENZ"	6th November ,,	11th December, ,,

† Omit Marseilles call. § Calling at Antwerp in addition to above ports.
For Freight and Passage, please apply to—
MELCHERS & CO.,
Telephone C. 4557.
3, Queen's Building, Chater Road. Agents, HONGKONG. [20

HAMBURG AMERIKA LINIE
COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

FOR EUROPE

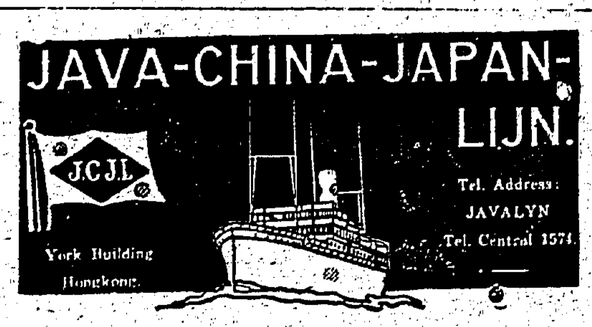
M/S "VOGTLAND" ... sailing from here on or about the 16th June
S/S "PREUSSEN" sailing from here on or about the 10th July

SAILINGS FOR SHANGHAI AND JAPAN:—

M/S "ERMLAND" due here on or about 6th July
M/S "MUENSTERLAND" ... due here on or about 7th August

For freight, passage and further particulars please apply to
JEBSEN & CO.
12, PEDDER STREET.
TEL. C. 2225. [1

JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will Leave on or about	For
TJIPANS ...	Java	8th June	12th June	Java
TJIKEMBANG ...	Java	13th ,,	16th ,,	Shanghai
TJISONDARI ...	S'hai. & K'lung	14th ,,	17th ,,	Batavia
TJILEBOET ...	Java & M'kasr.	15th ,,	18th ,,	Amoy, Shanghai & Dalny
TJITAROEM ...	Dalny & Amoy	20th ,,	22nd ,,	M'kasr. & S'baia.
TJIKABANG ...	Java	27th ,,	30th ,,	Shanghai
TJIKEMBANG	Shanghai	28th ,,	1st July	Batavia
TJIBODAS ...	Japan	4th July	6th ,,	Batavia
TJIKINI ...	Java & M'kasr.	6th ,,	9th ,,	Amoy, S'hai. & Dalny
TJIEBOET	Dalny & Amoy	14th ,,	16th ,,	Batavia

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN. [10

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

S.S. "CITY OF SALISBURY" ...Via Suez Canal ...From Hongkong 18th June.
S.S. "COLORADO" Via Suez Canal...From Hongkong 2nd July.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(Andrew Weir & Co., London.)

Sailings from Hongkong

M.V. "CEDARBANK" via Suez Canal End June.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW"...For Marseilles, London, Hamburg & Havre From Hongkong, 23rd June.

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £53.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

STEAMER From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.
(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa*.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD [22

Tel. Cent. 4791.

PRINCE LINE

IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
NEW YORK
PHILADELPHIA

M.V. "ASIATIC PRINCE" Leave Hongkong 30th June
M.V. "JAPANESE PRINCE" " " 3rd August

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [19

KONINKLYKE PAKETVAART MAATSCHAPPY.

(Royal Packet Navigation Co. on Batavia).

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on the 10th June, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents:—
JAVA-CHINA-JAPAN-LIJN
Telephone 1574. York Building, Chater Road. [12

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"KHYBER"	9,114	12th June, Noon	Marseilles, London & Antwerp.
"KIDDERPORE"	5,334	21st June	Singapore, Penang, Colombo and Bombay.
"MANTUA"	10,902	26th June	Marseilles and London.
"JEYPORE"	5,318	5th July	Singapore, Penang, Colombo and Bombay.
"KARMALA"	9,128	10th July	Marseilles, London and Antwerp.
"PADNA"	5,907	15th July	Marseilles, London, Rotterdam & Antwerp.
"KASHMIR"	8,985	22nd July	Singapore, Penang, Colombo and Bombay.
"RANPURA"	16,585	24th July	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	21st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Anwerp.
"MALWA"	10,941	18th Sept.	Marseilles & London.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London & Anwerp.
"MOREA"	10,918	16th Oct.	Marseilles and London.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,902	13th Nov.	Marseilles and London
"KARMALA"	9,128	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELLA"	8,097	25th Dec.	Marseilles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TAKADA"	6,949	12th June	Singapore, Penang and Calcutta.
"SANTHIA"	7,754	6th July	do.
"TILAWA"	10,006	12th July	do.
"TALAMBA"	8,018	19th July	do.
"SHIRALA"	7,841	22nd July	do.
"TALMA"	10,000	3rd Aug.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	29th June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,300	30th July	
"TANDA"	6,956	27th August	

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KARMALA"	9,089	11th June, 6 a.m.	Shanghai and Kobe.
"ARAFURA"	6,000	11th June, 6 a.m.	Moji, Kobe and Yokohama.
"SANTHIA"	7,754	15th June	Moji and Kobe.
"TILAWA"	10,006	22nd June	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	25th June	Shanghai, Tsingtau, Weihaiwei and Kobe.
"TALAMBA"	8,018	28th June	Kobe and Yokohama.
"SHIRALA"	7,841	1st July	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,500	6th July	Moji, Kobe and Yokohama.
"RANPURA"	16,585	8th July	Shanghai only.
"DELTA"	8,097	9th July	Shanghai, Moji, Kobe and Yokohama.
"TALMA"	10,000	14th July	Shanghai and Kobe.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji & Kobe.
"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	do.
"KASHGAR"	9,005	2nd Sept.	do.
"ARAFURA"	6,000	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

Calling at Swatow for Passengers only.
AND RETURN
(Occupying 9 or 10 Days)

HAINING Capt. W. C. Passmore ... Sunday, 13th June, at 9 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of $80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
8] General Managers.

CHINA NAVIGATION CO.,

LIMITED.

SWATOW & SHANGHAI	"NEWCHWANG"	On 9th June,	3 p.m.
SHANGHAI & TSINGTAO	"LINAN"	On 12th June,	6 a.m.
AMOY & SINGAPORE	"KWEIYANG"	On 12th June,	6 a.m.
SHANGHAI	"SUIYANG"	On 13th June,	6 a.m.
BANGKOK	"KWANGTUNG"	On 14th June,	4 p.m.
AMOY & SINGAPORE	"ANKING"	On 15th June,	6 a.m.
AMOY & SHANGHAI	"SZECHUEN"	On 16th June,	6 a.m.
SHANGHAI	"SUNNING"	On 17th June,	6 a.m.
HOIHOW & HAIPHONG	"TAMING"	On 17th June,	10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 17th June,	4 p.m.
SHANGHAI & TSINGTAO	"CHENAN"	On 19th June,	6 a.m.
SHANGHAI	"SINKIANG"	On 20th June,	6 a.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

Telephone Central 36.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

These New Vessels maintain a Regular Service from

HONGKONG TO AUSTRALIAN PORTS,
VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.

HONGKONG TO SYDNEY—19 DAYS.

Steamer	Due Hongkong on or about	Sailing hence on or about
CHANGTE	14th June	18th June, Noon
TAIPING	13th July	17th July
CHANGTE	10th August	14th August
TAIPING	11th September	16th September

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
Telephone: Central 36. Agents. [5

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "DACRE CASTLE" Sailing on or about 19th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.
S.S. "VENEZIA" 5th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.
M.V. "ESQUILINO" Sails about 30th June.
S.S. "VANEZIA" Sails about 31st July.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" — — Sails from Calcutta 2nd July via Rangoon and Colombo.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.
Telephone: Central 1030. Agents. [17

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF SALISBURY"	Via Suez Canal	18th June.	
S.S. "COLORADO"	Via Suez Canal	2nd July.	
S.S. "LAOMEDON"	Via Suez Canal	16th July.	

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON. OR THE BANK LINE, LTD., HONGKONG. JARDINE, MATHESON & CO., LTD., CANTON. [21

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Australia and Manila	*Arafura* ...	9th June.
Straits	*Kut Sang* ...	10th June
U.S.A., Honolulu, Japan, Shanghai & Europe via Siberia	*Pres. Cleveland* ...	10th June.
Europe via Suez (letters & papers, London, 13th May, & parcels, 6th May	*Karmala*	10th June.
Shanghai	*Suiyang* ...	10th June.
Shanghai	*Khyber*	11th June.
U.S.A., Canada, Japan & Shanghai	*Pres. McKinley* ..	12th June.
Canada, U.S.A., Japan & Shanghai...	*Emp. of Asia* ...	15th June
Australia & Manila	*Aki Maru* ...	18th June.

OUTWARD MAILS.

For	Per	Date
		Wednesday, 9th.
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 28th June	*Pres. Jackson* ...	Parcels Noon Reg. 2.45 P M Letters 3.30 P M
Swatow	*Newchwang* ...	1.30 P M
Manila	*Bearport*	4.30 P M
Fort Bayard and Hoihow	*Song Bo* ...	5.00 P M
		Thursday, 10th.
Haiphong	*Mingaing* ...	8.30 A M
Straits	*Van Cloon* ...	3.00 P M
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 30th June	*Emp. of Australia*	Parcels 3.00 P M Reg. 4.15 P M Letters 5.00 P M
*Shanghai & *Japan...	*Karmala* ...	5.00 P M
		Friday, 11th.
Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 7th July ...	*Protesilaus* ...	Parcels 9.00 A M Reg. 9.45 A M Letters 10.30 A M
Haiphong	*Tonkin* ...	12.30 P M
Manila	*Pres. Cleveland* ...	1.30 P M
Shanghai	*Kulsang*	5.00 P M
Amoy	*Kweiyang*... ...	5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 11th July	*Khyber*	Parcels 5.00 P M Reg. 12th, 9.45 A M Letters 10.30 A M
		Saturday, 12th.
Straits and Calcutta	*Fooksang* ...	Parcels Noon Letters 1.00 P M
Haiphong	*Lessang* ...	5.00 P M
Shanghai & EUROPE via Siberia (letters & postcards specially superscribed "Via Siberia" only)	*Suiyang* ...	5.00 P M
Swatow, Amoy & Foochow	*Hai Ning* ...	5.00 P M
		Sunday, 13th.
Swatow, Amoy and Formosa...	*Kaijo Maru* ...	9.00 A M
Manila	*Pres. McKinley* ...	9.00 A M
		Monday, 14th.
Bangkok	*Kwangtung* ...	2.30 P M
Amoy	*Anking*	5.00 P M
		Tuesday, 15th.
Sandakan	*Hinsang*	12.30 P M
Amoy	*Szechuen*	5.00 P M
		Wednesday, 16th.
Shanghai	*Kwongsang* ...	10.30 A M
Shanghai	*Suaning*	5.00 P M
		Thursday, 17th.
Hoihow and Haiphong	*Taming*	8.30 A M
Wei Hai Wei	*Huichow*	2.30 P M
Japan	*Yuensang*... ...	5.00 P M
		Friday, 18th.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 30th June	*Changte* ...	Parcels 9.00 A M Reg. 9.45 A M Letters 10.30 A M
		Saturday, 19th.
Straits & Calcutta	*Namsang* ...	Parcels Noon Letters 1.00 P M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE



REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

*"HUMAEUS"	21st June	Mars., L'don., B'dam. & Hamburg.
"PHEMIUS"	29th June	Mars., L'don., B'dam. & Hamburg.
"DARDANUS"	13th July	Mars., L'don., B'dam. & Hamburg.
"HECTOR"	28th July	Mars., L'don., B'dam. & Glasgow.

*Calls at Casablanca.

LIVERPOOL SERVICE.

"KEEMUN"	12th June	Genoa, Mars., Havre, Liverp. & Glas.
"BELLEROPHON"	1st July	Genoa, Mars., Havre, Liverp. & Glas.
"TYDEUS"	20th July	Genoa, Havre, Liverp. & Glas.
"OANFA"	20th Aug.	Genoa, Havre, Liverp. & Glas.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)

"PROTESILAUS"	11th June	Victoria, Vancouver & Seattle.
"TALTHYBIUS"	23rd June	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"LAOMEDON"	16th July	Boston, New York & Baltimore.
"DOLIUS"	27th Aug.	Boston, New York & Baltimore.

PASSENGER SERVICE.

"ANTENOR"	2nd June	Singapore, Marseilles & London.
"HECTOR"	23rd July	Singapore, Marseilles & London.
"SARPEDON"	8th Sept.	Singapore, Marseilles & London.
"PATROCLUS"	20th Oct.	Singapore, Marseilles & London.
"ANTENOR"	17th Nov.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,

Agents [6

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital$50,000,000
Issued and Fully Paid-up$30,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $27,000,000

Reserve Liability of Proprietors$20,000,000

Head Office: Hongkong.

Court of Directors:
Hon. Mr. D. G. M. Brenard, Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
W. H. Bell, Esq. J. A. Plummer, Esq.
A. H. Compton, Esq. T. G. Weall, Esq.
W. L. Pattenden, Esq. H. P. White, Esq.
G. M. Young, Esq.
Chief Manager:
A. H. Barlow, Esq.

Branches:—

Amoy	Hongkew	Penang
Bangkok	Iloilo	Rangoon
Batavia	Ipoh	Saigon
Bombay	Johore	San Francisco
Calcutta	Kobe	Shanghai
Canton	Kuala Lumpur	Singapore
Chefoo	London	Sourabaya
Colombo	Lyons	Sungei Patani
Dairen	Malacca	Tientsin
Foochow	Manila	Tokyo
Haiphong	Nagasaki	Tsingtao
Hamburg	New York	Yokohama
Hankow	Peking	
Harbin		

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 27th May, 1926. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 27th May, 1926. [2

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietors£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 15th, 1925. [30

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.59,667,283.54

Branches:

Bangkok	Hanoi	Pondicherry
Battambang	Hongkong	Saigon
Canton	Mengtze	Shanghai
Djibouti	Noumea	Singapore
Fort Bayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phnom-Penh	Yunnanfou

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LIMITED.

Head Office: Hongkong.
10, Des Vœux Road Central.

Authorized Capital$10,000,000
Paid-up Capital 5,000,000
Reserve Fund 1,200,000

Branches and Agencies.

Canton	Osaka	Haiphong
London	Singapore	Batavia
Seattle	Melbourne	Kowloon
Nagasaki	Calcutta	New York
Tientsin	Saigon	Kobe
Manila	San Francisco	Peking
Bombay	Taipeh	Rangoon
Shanghai	Tokyo	Sourabaya
Paris	Penang	Semarang
Honolulu		

Correspondents in all principal cities of the world.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Safe Deposit Boxes To Let.

Kan Tong Po,
Chief Manager.

Hongkong, 22nd May, 1926.

COMMERCIAL.

OPENING QUOTATIONS.

June 8th, 1926.

On London.—	
Telegraphic Transfer	9/2½
Bank Bills, on demand	9/2 13/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	9/3
Credits, at 4 months' sight	9/3 13/16
Documentary Bills, 4 months' sight	9/3 15/16
On Paris.—	
Bank Bills, on demand	1,780 nom.
Credits, 4 months' sight	1,890
On New York.—	
Bank Bills, on demand	54⅞
Credits, at 60 days' sight	55⅛
On Bombay.—	
Telegraphic Tranfer	149½
Bank Bills, on demand	
On Calcutta.—	
Telegraphic Transfer	149½
Bank Bills, on demand	
On Shanghai.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	
On Yokohama.—On demand	115
On Manila.—On demand	109
On Singapore.—On demand	96⅛
On Batavia.—On demand	134
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	82
Sovereign, Bank's Buying rate	$3.72
Gold Leaf, 100 fine, per tael	—
Bar-Silver, per oz.	30 3/16

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital£3,000,000
Subscribed Capital£1,800,000
Paid-up Capital£1,050,000
Reserve Fund£1,350,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Howrah	Penang
Batavia	Kandy	Port Louis (Mauritius)
Bombay	Karachi	Rangoon
Calcutta	Kota Bharu	Shanghai
Colombo	Kuala Lumpur	Simla
Delhi	Madras	Singapore
Galle	New York	Sourabaya
Hongkong		

Hongkong Branches:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES,
Manager.

7, Queen's Road Central,
Hongkong, March 23th, 1926. [29

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

Head Office:
74, Rue St. Lazare, Paris.

Capital Frs. 20,000,000
Reserves Frs. 11,160,000
Special Working Capital Frs. 50,000,000

Branches:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Peking	Shanghai	Tientsin
Canton	Hongkong	

Bankers:
France: Société Generalé, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN,
Manager.

Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) Yen 39,375,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI,
Manager,
Hongkong Branch,
3, Des Vœux Road, Central.
Hongkong, 11th May, 1926. [27

TRADE MARK

Consider!

"CAPSTAN" ARE PROBABLY THE MOST POPULAR CIGARETTES IN THE WORLD ---NOT BECAUSE OF THE MODERATE PRICE---IN "CAPSTANS" ECONOMY & QUALITY ARE HAPPILY COMBINED.



Of course they're good, they're

Capstan

The advertisement is issued by the British American Tobacco Co. (China) Ltd.

5-6-26.

THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	19,760,200.00
Reserve Fund	9,864,398.69

Head Office:—Peking.
Hongkong Branch:—4, Queen's Road Central.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
New York Bankers:—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

TSUYEE PEI,
Manager.

Hongkong, January 16th, 1926. [38

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society).

Established 1824.
Hongkong Branch established 1906.

Authorized Capital	Guilders	150,000,000 (£12,500,000)
Paid-up Capital	,,	80,000,000 (£6,666,670)
Reserve Fund	,,	20,536,861 (£1,711,405)
Special Reserves	,,	22,660,000 (£1,888,330)

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.
Branches:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.
London Bankers:—National Provincial Bank, Ltd.
Correspondents all over the World.
Banking Business of Every Description.

J. C. MAASSEN,
Acting Manager.

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THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 86,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kai Yuen	Rangoon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen	Manila	Singapore
(Dalny)	Nagasaki	Shimonoseki
Fengtien (Mukden)	Nagoya	Sydney
Hamburg	Newchwang	Tientsin
Hankow	Osaka	Tokyo
Harbin	New York	Tsinanfu
Honolulu	Peking	Tsingtau
	Rio de Janeiro	Vladivostock

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.

Hongkong, 11th March, 1926. [35

THE BANK OF CANTON, LTD.

Head Office: Hongkong.
Established 1912.

Authorised Capital	$1,200,000
Paid Up Capital	$1,082,925
Silver Reserve Fund	$ 700,000

Branches:—Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
Correspondents in all Principal Cities of the World.
London Bankers:—The Lloyds Bank, Limited.

Every description of banking business transacted.

Safe Deposit Boxes in various sizes to be let from $5.00 to $40.00 yearly.

LOOK POON SHAN,
Chief Manager.

37]

EQUITABLE EASTERN BANKING CORPORATION.—AN AMERICAN BANK.

CAPITAL and SURPLUS U.S. $3,000,000.00

HEAD OFFICE:
37, Wall Street,
NEW YORK.

BRANCHES:
SHANGHAI

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
London and Paris Agents:
EQUITABLE TRUST Co., of N.Y.

38] D. M. BIGGAR, Manager.

RUSSO-ASIATIC BANK.

	Roubles.
Capital (Fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kup. Tls.
Capital Contributed by the Chinese Govt.	3,500,000
Reserve Fund	1,750,000

Head Office:
Paris: 9, Rue Boudreau.
London Office:
64, Old Broad Street, E.C.2.
Bankers:
London: Messrs. Glyn, Mills, Currie & Co.; Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France.
Paris: Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France; Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France.
New York: The Irving Bank; Columbia Trust Company.
San Francisco: The Crocker National Bank of San Francisco.

Branches in Asia:

Changchun	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen	Kashgar	Tientsin
Hailar	Manchouli	Urumtshi
Hankow	Newchwang	Yokohama

Hongkong Branch:
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.

L. BAINES, Manager.

P. & O. BANKING CORPORATION, LIMITED.

(Incorporated in England, 1920).

Authorised Capital	£5,000,000
Subscribed and Paid Up	£2,594,160
Reserve Fund	£160,000

Head Office:
122, Leadenhall Street, London, E.C. 3.

West London Branch:
14-16, Cockspur Street, London, S.W. 1.

Eastern Branches:
Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal cities of the World.

L. E. HOPKINS,
Manager.

38] P. & O. Building, Hongkong.

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